

Scale AVIATION Modeller International

WITH
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SCALE PLANS

Centenary Special

Celebrating 100 Years
of Powered Flight

by Richard J. Caruana

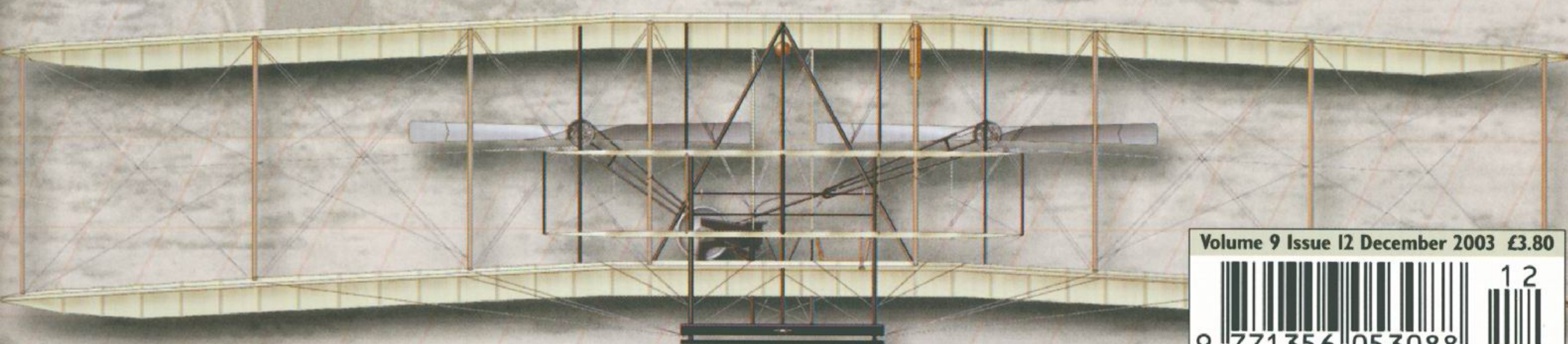
**Boulton Paul
Defiant Mk I**

**Douglas
A-20G Havoc**

F-16A IDF

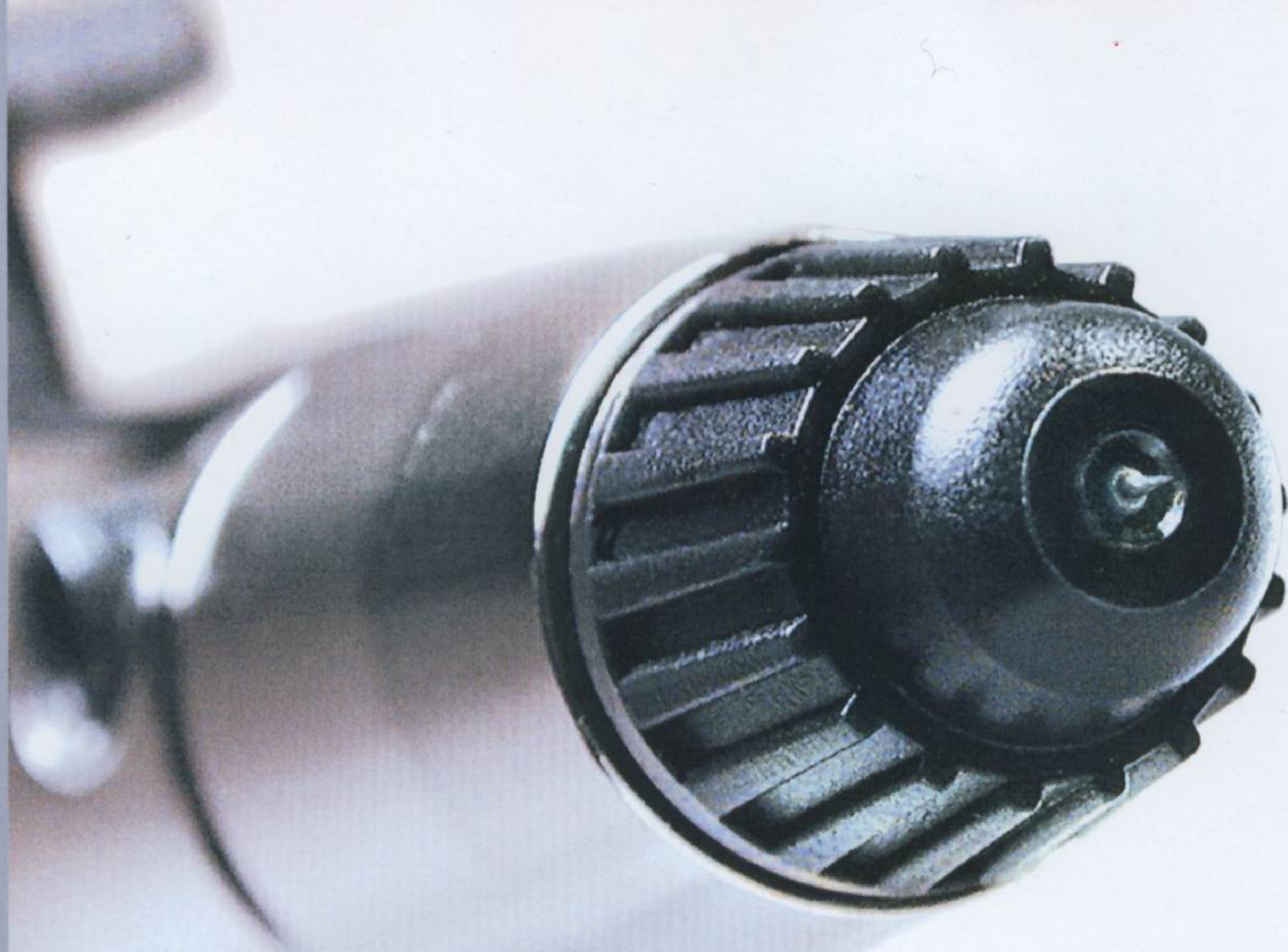
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Volume 9 Issue 12 December 2003 £3.80





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news & reviews

1105... News Update

The latest news on modelling products from around the world

1112... Previews

An initial look at new kits that we have received for review

1114... Reviews

The Review Team builds a selection of the latest kits

1122... Modelling Products

Latest items to aid your modelling

1126... Accessories

This month we take a look at recent products from Part

1128... Decals

Some of the latest sheets from Model Friends and Twobobs AG

regulars

1168... The Bookshelf

1176... Clubs & Societies

1179... Readers' Classified Ads

1180... Events Diary

1180... Web Guide

1181... Shop Guide

1182... Address List

1182... Advertisers' Index

scale plans

I.A.I. Kfir - 1/48th scale

features

i-xvi



Centenary Special

To celebrate the 100th anniversary of the first powered flight, Richard J. Caruana offers a selection of profiles of those aircraft you voted for in our Top 100 Poll

1130



French Connection

Dai Williams tackles the SPAD VII in 1/48th scale from Special Hobby

1140



Quick Look

Jacques Niot builds the new Morane Saulnier MS.472 Vanneau II and Morane Saulnier MS.475 Vanneau V in 1/48th scale from Fonderie Miniature

1144



Kicking up a Storm (Suffa)

Pete Wenman converts the Hasegawa 1/48th scale F-16 into an IAF version

1152



Causing Havoc!

Steve A. Evans builds the AMT/Ertl 1/48th scale A-20G 'in flight'

1160



Exeter's Defiant

A build of the MPM Boulton Paul Defiant Mk I in 1/72nd scale by Wojciech Butrycz

Published by SAM Publications
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PRE PRESS PRODUCTION SAM Publications

PRINT PRODUCTION Swan Print

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If you have problems finding your copy, call MMC on +44 (0) 1483 211222

NORTH AMERICAN DISTRIBUTION
Distcor, 695 Westney Rd South, Suite 14,
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Tel: +1 (905) 619 6565

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SUBSCRIPTIONS

Cheques/Money Orders in Sterling only made payable to **SAM Publications** and sent to the address above. Major credit card payment accepted by telephone.

Subscription Hotline +44 (0) 8707 333373

AMERICAN SUBSCRIPTIONS

American subscribers can subscribe direct to **SAM PUBLICATIONS** or through **WISE OWL WORLDWIDE PUBLICATIONS**

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Email: info@wiseowlmagazines.com

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9am-5pm Pacific time, Mon-Fri

- VISA/Mastercard accepted

Subscription rates: \$76 surface; \$92 air.



American shops and trade may obtain copies from **KALMBACH PUBLISHING**
Toll Free 1 800 558 1544

Canadian shops and trade may obtain copies from **GORDON & GOTCH**
Toll Free 1 800 438 5005

Scale Aviation Modeller International, Volume 9 Issue 12, December 2003 (ISSN 1356-0530) published monthly by SAM Publications, 2221 Niagara Falls Blvd, Niagara Falls NY 14304-5709. Periodicals postage pending Niagara Falls, NY. US Postmaster: Send address corrections to Scale Aviation Modeller International, PO Box 265, Williamsville, NY 14231

● Questions to Contributors

If you have a question or query you wish to raise with any of the contributors to this magazine, they should be made **IN WRITING** to the SAM Publications address. Neither the Editor nor any of the contributors are at SAM Publications on a daily basis and the Editor asks for all enquirers to appreciate this fact and be patient. Please understand that the staff at SAM Publications do not have access to the information you require and therefore cannot answer your questions on the phone. Please enclose a stamped SAE with all enquiries, if you anticipate a reply. Thank you.

● Samples for Review

Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

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Scale Aviation Modeller International is published monthly by SAM Publications and is distributed to the news trade by the last Thursday of each month. Next edition date is 20th December 2003.

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editorial

First Decade!

Yes, this edition marks the end of our ninth year, so now we move on to create the tenth; a decade already!

At the end of each year I sit and create this editorial and usually make comment about the amount that has happened in the intervening x-number of years. This time though my thoughts are very much tied up with the fact that we are about to embark on our tenth year of production, rather than on the nine that have gone before! I am delighted to see this title as the top-selling aviation modelling magazine in the world, but to me the memories of those first formative



months of this title are still very fresh. To acknowledge that nine volumes (years) of this magazine have passed is a shock in some ways, but for me personally, a lot of other things have been crammed into that period so that if I take the time I am all too aware that those years have passed! In the last couple of years a lot has happened, with the acquisition of Scale Models International two years ago and the creation of our sister magazine, Model Aircraft Monthly, at the same time. As most of you are aware I am editor of all three of these titles, and I can assure you, regardless of how 'easy' you may think it is, producing three magazines a month is a lot of work. When I started with this title back in 1995/6 I was doing a full-time job as well as editing, and that was all fine as I am a workaholic, but in 1999 my full-time job was threatened with a move north and I decided to give editing a go full-time. Ever since I have been working probably more hours than ever, and my usual working day is from 9am to around 10pm, seven days a week! This is not a good idea and as I admit to

getting older, and a little wiser, it is time to bring an assistant in to take over the reins of one of our titles, Model Aircraft Monthly, so that I can devote more time to the remaining two. A fresh approach will, I feel, give that title better direction for the long term. Personally I hope it gives me a few less hours by the computer each day and the return of my weekends!

Once again this year Scale Aviation Modeller International has consistently offered you 100 pages a month, when all other modelling titles are struggling to offer more than 50 to 60 pages per edition. Just think, when we started back in 1995 this magazine offered just 680 pages, while the last volume (Vol.9) for 2003 offered you 1200 pages! I know from your comments and letters that you all still want more, and that is another reason why Model Aircraft Monthly joined the line-up, but to be truthful most of you would prefer to see this title almost on a daily basis... "read all about it!" ... Oh, I could never do it!

Thanks

As always at this time of year I would like to extend a word of thanks to a great many people associated with this title, but the list would be endless, so for now I will concentrate on those contributors who make our title what it is.

Richard J. Caruana - Richard's work speaks for itself and he is one of the cornerstones of this title, with his work gracing our pages on a monthly basis. I am sure all of you would like to thank Richard for his work and I would certainly like to include mine, and the crew's thanks for all his hard work over the past year.

This year's major article authors have included (listed in the order in which they appeared); Paolo Sibani (Italy), Wojciech Butrycz (Poland), John McIlmurray (UK), Libor Maly (Czech Republic), Bill Clark (UK), Nick J. Wigman (UK), Adrian M. Balch (UK), Trevor Pask (UK), Paul Lawson (UK), Gary Hatcher (UK), Neil Pinchbeck (UK), John Stokes (UK), Dagmar Henderickx (Czech Republic), Simon Snape (UK), Randy Lutz (Canada), Frank T. Cuden (Canada), Dai Williams (UK), Angus McDonald (UK), David Francis (UK), Paul Carroll (UK), Jean-Christophe Carbonel (France), Steve Evans (UK), Phil Ware (UK) and Pete Wenman (UK). Some of these are new

contributors, and my thanks to them for taking the time to put their work into written form so other modellers could enjoy and learn from it. Unfortunately this year saw the loss of a long term contributor in the form of Paul Lawson. I would like to extend my thanks to him for all his work over the years and hope that his work situation does not continue to impinge on his modelling for too long. We have also seen a drop off in the contributions from a couple of well established names this year, with Bill Clark finding work and home getting in the way of modelling and John McIlmurray finding running his accessory business (AIMS) also taking up nearly all of his time nowadays. Let's all hope they find time to write more features for us during 2004.

Reviewers

A big vote of thanks must go to our Review Team. With well over 160 in the team now, there are far too many to list them all here, but a word of thanks to the following who were busy for us during 2001.

Andrew R. Thomson, Trevor Reid, Neil Pinchbeck, Mike J. Kingsley, Ian Claxton, Tim Large, Colin Strachan, Wayne Harris, Paul Janicki, David Francis, Michael Cook, Matthew Cripps, Steve Hewitt, Andrew Hazell, Colin J. Pratt-Hooson, Callum Knight, Jonathan Welsh, Simon Snape, Andy McCabe, K. Malinowski, Mark Chadbourne, Chris Busbridge and Fred Tooke. Wayne Harris has been the most prolific this year, closely followed by Paul Janicki (our usual 'winner'), but unfortunately Wayne had to leave the Review Team towards the end of this year as family and work pressures meant he no longer had time to give to reviewing on a regular basis. I am sure you will all wish him the best, thank him for his excellent work and join me in hoping that at some time in the future his situation will change and he will be able to return to reviewing. As always with our list of reviewers, 2003 includes a few new names, but if there are any more of you out there who think you would like a go at reviewing, please drop me a line.

Throughout the year we have reviewed over 100 models in the standard review format and it is all down to the Review Team that we can do this - Thank you gentlemen.

Manufacturers

A big word of thanks to the hundreds of firms that have supplied us with products for evaluation throughout the year. To list all of these firms would fill about four pages, so I will just extend a big vote of thanks to all of them for their support. We have been fortunate in always enjoying good relations with the major firms in this industry, and I am delighted to say that the manufacturers and their UK distributors have remained as supportive as ever toward this title. It always amazes me just how many new names we cover each year, and 2003 has been a bumper year. We have featured products from a mass of new names in the hobby, and to all those new firms I would like to say thank you, and good luck in your venture.

The Future

Looking to our tenth year and the future is a difficult one. Every year I talk about the way forward and what more we can offer. For 2004 I think this will be more of the same, with as many product reviews and build articles as we can fit into our 100 pages per month. The addition of pull-out scale plans is a bonus, and is one I hope you all enjoy. With so many new kits within the market over the past twelve months we are not short of subjects, time is the restricting factor as always!

2003 has been for me a year of frustration on the modelling side, I have started so many projects and few have seen fruition. To all the manufacturers whose products this involves I extend my apologies. I will complete some of them I am sure, but for me, as for many of you, I joined the PBBSIT (Partially built, but still in box) society. In 2004 I really must try and break this trend with a concerted effort to either complete what I start, or just not start as many projects in the first place... so many models, so little time!

Finally

To the Production Team (Simon, Andy & Jon) that puts this title together each month, Peter for proofing, Lynette for saving me from the mail and setting all those articles!, the contributors and reviewers and all our readers worldwide, many, many thanks.

Here's to year 10!

Richard A. Franke

Group Editor, SAM Publications

news update



1/35th

Announced at the HobbyVisions show recently was an all-new tooling of the CH-46 Sea Knight. This kit will be a co-operative tooling with MRC and it is hoped it will be out by mid-2004.

1/32nd

No surprise here when Academy announced at the HobbyVisions show that their F/A-18D two-seat Hornet should be out by April or May of next year.



1/72nd

Back once again in this scale during October was the Eurofighter Typhoon (#04036/£8.99).



1/72nd

New releases during October from A-Model included the Yak-9U (#7289/£8.75) and Aero 45 (#7295/£8.55).



Due at some stage in the future from A-Model will be the SMI/300 (#72113), which was a modified Mi-1 with winglets tested by the Institut Lotnictwa.



1/48th

Reissued during October in Japan was the Focke-Wulf Ta 152H-1 (#5501/¥3400).



1/72nd

New resin kits from this manufacturer in October included the reissue (with decals) of the Fokker D.XVII (#5049/£15.80), the Fokker S-11/T-22 [Brazilian licence] with Dutch, Israeli and Brazilian decal options (#1138/£19.99) and the reissue of the CAC CA-6 Wackett with RAF and RAAF decals (#5089/£17.55).



1/72nd

New resin kits in this scale from Legato during October included the Be 150 with Czech & Luftwaffe decals (#05172/£18.70), Benes Mraz Be 250 also with Czech & Luftwaffe decal options (#05272/£18.70) and the Zlin Z-22 'Junak' (#03972/£20.35).

1/48th

Released recently in a joint venture with H-Model was a Lohner Dr.I Triplane (#4804/£29.75).



1/48th

News from AM during the recent HobbyVisions show was that they are well ahead with the all-new kit of the SB2U-3 Vindicator and that it should be out by March 2004 (at the latest). They also intend to reissue their SBD-2 at the same time with VMSB-241 markings from the Battle of Midway to coincide with the Midway decals in the Vindicator.

Other new and reissued items for the rest of the year include the North American F-6B Mustang Tactical Recce 'USAAF' (#48020/\$29.99) which should be out by the time you read this and the Grumman TBM-3 'George Bush' (#48040/\$35.99) which will be released in December.

Due for limited reissue next year will be the Il-2m [straight metal wing] and Il-2m [straight wood wing].

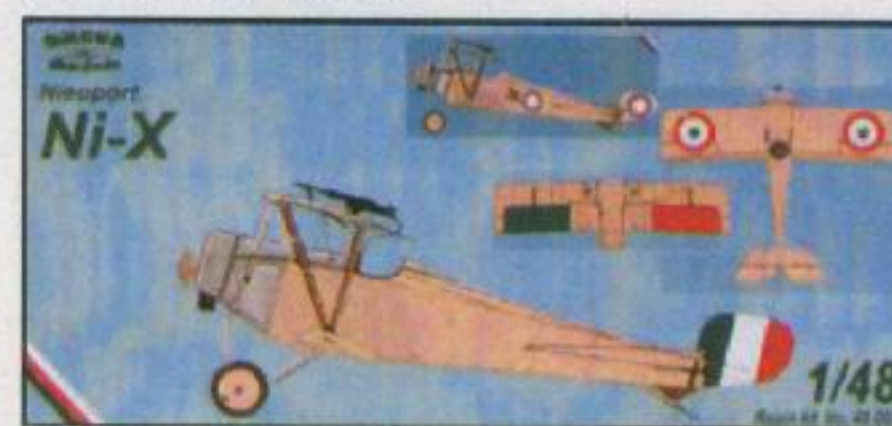
The big news though was that they are planning to do a "1950s Era jet fighter" in mid-2004, although they have not announced yet what it might be?

Other subjects announced, but with no release dates included the B-25D [Gun Nose], Messerschmitt Bf 109E-3 and TBM-3D 'VT(N)-90, USS Enterprise [CV-6]'. The upper wings of the P-51B/C will be retooled next year apparently and then there will be a series of post-war P-51s complete with air racing decals produced as well! The manufacturer also advised us that they hope to rework the B-25C/D tools to include the 'Fairfax Mod' waist gun windows by about mid-September 2004.



1/72nd

New resin kits in this scale during October included the Hanriot H-140 (#7270/£24.90) and Schtetinen Grigorovic M-16 floatplane (#7286/£27.35).



1/48th

Two new resin kits in this scale were produced in October and they were the Nieuport Ni-X (#4807/£31.85) and Hansa Brandenburg CC A.29 flying boat (#4809/£42.90).



1/72nd

Recently released as a limited-run injection moulded kit with etched brass detail parts from this manufacturer was the Antonov An-24RV (#0206/£24.99) that also included Aeroflot decal options.



1/48th

The all-new tooling of the Ki-115 Tsurugi in both standard (#8087) and 'ProfiPack' (#8088) versions should be available by the time you read this.



1/72nd

As we stated last month, this manufacturer has obtained the existing and unreleased moulds from Siga and these will now be released under their label. So far the Martin AM-1 Mauler [late version with armament] (#72302/£19.99), Grumman Guardian AF-2W Hunter (#72304/£15.99) and Grumman Guardian AF-2S/3S Killer (#72305/£16.99) have been released.



1/72nd



Reissued in Japan during October were the F7U3M Cutlass 'VA-116

Road Runners' (#72150/¥2000), Grumman F-14 Tomcat 'Black Knight' (#72152/¥2500), F/A-18C Hornet 'Golden Dragons' (#72157/¥2200) and MiG-29 'Russian/North Korea Air Force' (#72155/¥2000).



These will be followed in November by the F/A-18C Hornet with deck crew set (#72153/¥2200) and Grumman F-14 Tomcat with deck crew set (#72154/¥2600).

December releases will include the McD D F/A-18A Hornet 'NASA' (#72156/¥2200), E-2C Hawkeye 'French/Israel Force' (#72148/¥2300) and A-6E Intruder 'Eagles A-6 Last Flight' (#72149/¥2000).

1/48th

Released in Japan in this scale during October was the T-2 '21st Flying Group 2003 Special Marking' (#32024/¥3200).

Attention UK readers

Do you buy Scale Aviation Modeller International over the counter from WH Smith?

WH Smith are temporarily reorganising some of their stores over the Christmas period and this may affect availability of December 2003 and January 2004 issues in some areas.

If you have difficulty finding your copy of Scale Aviation Modeller International or any of our other titles from your normal WH Smith outlet over this period please call Julie on 08707 333733.

Our distributors assure us that normal service will be resumed in time for February 2004 cover dates. You will not be affected by this temporary reorganisation if your magazines are provided by your local branch on special monthly order.



I/48th

News from this manufacturer during the recent HobbyVisions show was that they are about to reissue their Avro Canada 105 Arrow kit, and that this time it will come complete with a new cockpit interior, as the original one did not.

News on the Grumman F9F Panther and Cougar seems to be a bit conflicting as the manufacturer still proudly shows them in their new catalogue, but other sources have said that the whole series has been cancelled? Time will tell on this one.

The other item of interest in this scale is the CT-114 Tutor which will soon be released with 'Snowbirds' markings.

I/32nd

News about the projected releases in this scale are that the Sopwith Camel will be out in early January 2004, as will the Fokker Dr. I. Also noted from this manufacturer is a F4F Wildcat, although this proved to be the Trumpeter kit which they are marketing in their box.



I/72nd

New resin kits released by LF in this scale during October included the Savoia Marchetti SM.86W (#7257/£46.99) and the Savoia Marchetti SM.86 (#7258/£46.99).



I/144th

This is a new name to us, but they produce resin aircraft kits in this scale and have recently issued the following items. Polikarpov Po-2 'Kukuruznik' (#14402/£7.50), Douglas B-66 Destroyer (#14403/£10.00), North American OV-10 Bronco (#14405/£7.50), Polikarpov U-2M 'Kukuruznik' (#14406/£7.50), Bell AH-1G Huey Cobra (#14409/£8.75), Polikarpov I-16 Model 10 Rata (#14410/£7.50), Sikorski SH-3A Sea King (#14412/£8.75), F-100F Wild Weasel (#14415/£8.75), Lavochkin La-5FN (#14416/£7.50), MiG-13 (#14417/£7.50), Hughes OH-6A 'Loach' (#14418/£7.50) and MiG-3 (#14421/£7.50), all of which come complete with decals.



I/72nd

Arriving at last in late October was the long-awaited all-new tooling of the Savoia Marchetti SM 79 Sparviero (#1225/£9.99). Our initial inspection found this to be a stunning little kit complete with dorsal gun position, crew access door and recessed panel lines!



Also released at the same time was the Focke Wulf Fw 189A-1 (#1239/£8.99) which we presume is the Condor tooling, as Italeri have recently had co-operation with the CMK range by releasing their Kubelwagen in 1/35th scale.

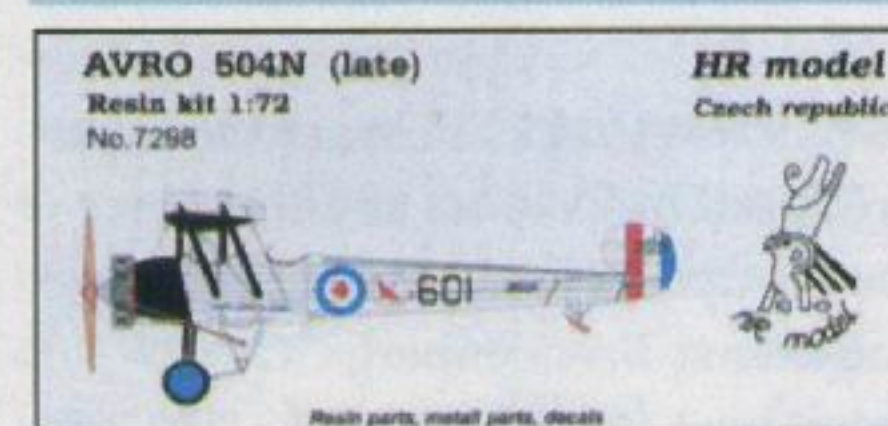


I/48th

Back once again in late October

was the McD D F-15E Strike Eagle (#2631/£11.99).

HR model



I/72nd

The only new item from HR during October was the Avro 504N [late RAF version] (#7298/£15.25).



I/72nd

The next new kit due from this manufacturer should be the Boeing P-26A Peashooter (#72046/£9.60).



I/200th

Released in Japan during September was an all-new resin kit of the Lockheed L-1049 Super Constellation (#PB-7/¥4800).

I/72nd

Released in Japan during September in this scale were resin kits of the air racers 'Dago Red' 1995 Reno (#KR-2/¥8800) and #10 'Critical Mass' (#KR-3/¥8800).



I/144th

New items from this manufacturer released in the UK during late October included the Boeing 777 'Singapore Airlines' (#14507/£21.99), MD-80 'Hawaiian Air' (#14510/£14.99) and the Consolidated PB5-5A 'Black Cat' (#14518/£9.99).

On display at their booth during the recent HobbyVisions show were the all-new toolings of the C-54/DC-4 and Boeing 727-200 kits. The C-54 will initially be released as Theodore Roosevelt's Presidential aircraft 'Sacred Crow' and then as 'Candy Bomber' (Berlin Airlift), 'Spirit of Freedom' (a current warbird) and finally a Pan-Am DC-4.

Due in the the last month of 2004 will be the 'Era of the Jetliners' boxed set comprising the Boeing 707 (with two different wing types and three different engine types), Boeing 727 and the Boeing 777 (again with three different engine types). Other new products for late 2003/early 2004 are the Stratocruiser in 'United Air Lines' colours and the Boeing B-17G as 'Bit O' Lace'.



I/144th

The Rockwell B-1B Lancer 'Test Programme' (#40003/£7.99) is the most recent release in this scale from Panda.

I/35th

New items in this scale during October included the Bell UH-1N 'US Navy' (#35008/£16.99) and the Bell UH-1N Gunship (#35009/£16.99).

The long running rumour about this manufacturer's next project was confirmed at the recent HobbyVisions show when they announced that the CH-47 Chinook is going to be released by January 2004!



I/144th

Still not released to date, and listed as due by September is the all-new tooling of the Canadair Challenger CL604 (#04207/£6.99) in this scale.

I/72nd

Due for release during the final quarter of 2003 is the Fokker Dr.I (#04116/£3.49) which will be an all-new tooling. Also due is the Eurofighter Typhoon two-seater (#04338/£12.99) and the Junkers Ju 290A-5 (#04340/£19.99), both of which are all-new toolings.



I/32nd

Having stated last month that it was not shown in the catalogue, the special '100 years of the ADAC' set (#04441/£27.99) that comprises the EC 135, Bö 105 and BK 117 was available in the UK by late October. Also available at that time in this scale was the reissued Bristol Beaufighter Mk I (#04756/£21.95) and the General Dynamics F-16XL (#04786/£18.50).

modelcraft

I/72nd

We were surprised to learn at the HobbyVisions show that Modelcraft were going to reissue some old Matchbox kits during 2004, but pleased to hear that this would consist of the Handley Page Halifax (by February 2004) and the Avro Lancaster (due by June 2004).

I/48th

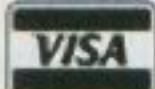
New and reboxed/reissued products will include the Harvard Mk IV 'Goldilocks' (based on the Ocidental kit and due in December 2003) and the T-6 Texan 'USAF/ANG' (also ex-Ocidental and due in December).

I/32nd

In this scale the big news related to some ex-Matchbox kits, and especially the V.S. Spitfire F Mk 22/24 which is due by March 2004. The Douglas SBD Dauntless (also due by March) and the D.H. Tiger Moth that is due in 'late 2004' are also slated for release. Put me down for a dozen Spitfires!

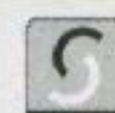


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I/200th

Released in this scale in Japan during October was the Boeing 767-300 JAL 'New Marking' (#10705).



I/72nd

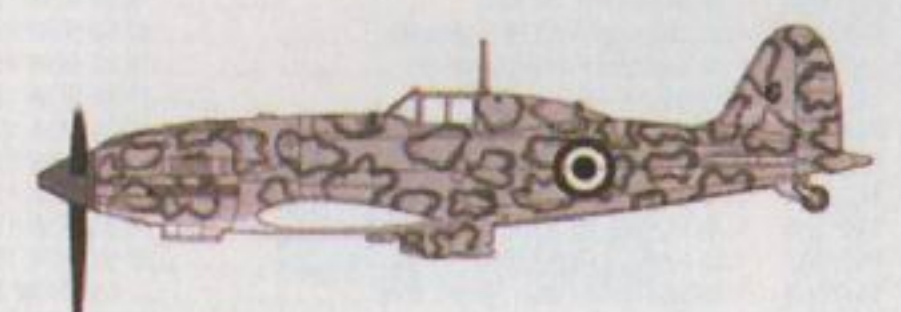
October releases in this scale in Japan included the N.A. B-25H Mitchell (#E17), Focke-Wulf Fw 190D-9 'Yellow Tail' (#00659/¥1400),



N.A. F-51D Mustang 'Korean War' (#00661/¥1400), McDD AV-8B



Harrier II 'VMFA-231 Ace of Spades' (#00664/¥1400) and Macchi C.202



Folgore 'Italian Co-Belligerent Air Force' (#00662).

November releases in this scale will comprise the McDD F/A-18F Super Hornet (#E18), Grumman F6F-5N Night Hellcat 'VMF(N)-541'

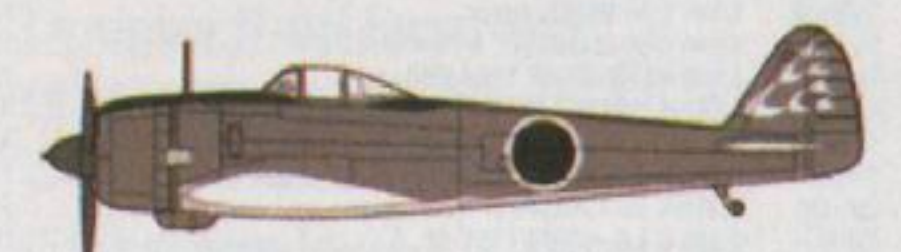


(#00665/¥1500), Mitsubishi A6M2b Type 21 'All Green' (#00666/¥1400),



Kawasaki Ki-45Kai Koh Toryu 'Night Fighter' (#00667/¥2400) and S-3B Viking 'Navy-1' (#00668/¥2200).

Big news in this scale though and due for release in Japan during November is the all-new tooling of the F/A-18F Super Hornet (#GE18/¥1800).



Due for release in Japan during December will be the Nakajima Ki-43-II Hayabusa '248th Flight Regiment' (#00669/¥1400), F-104J Starfighter '203rd Squadron'



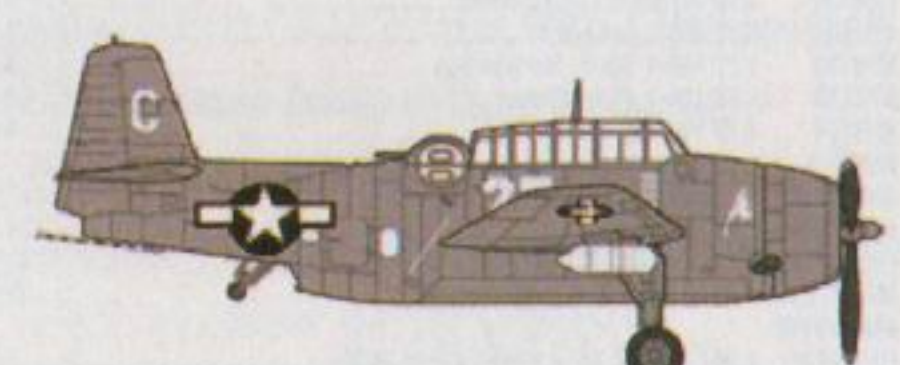
(#00670/¥1800), P-47D Razorback '47th Fighter Squadron'



(#00671/¥1400), Messerschmitt Bf 109E-3 'Swiss Air Force'



(#00672/¥1400), TBM-3E 'Night Avenger' (#00673/¥2000) and McDD



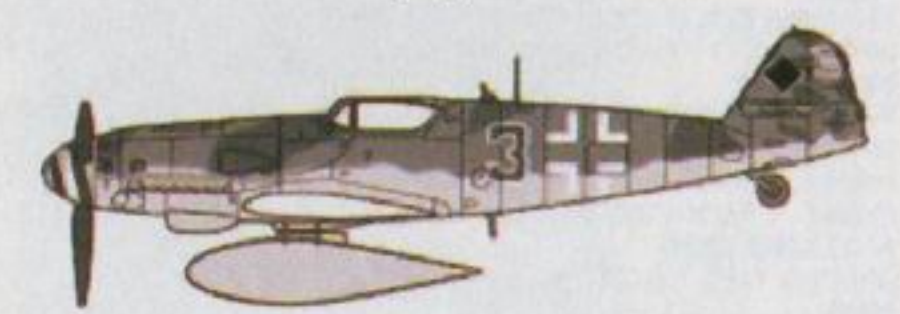
F/A-18C Hornet 'Stars & Stripes' (#00674/¥1600).

I/48th

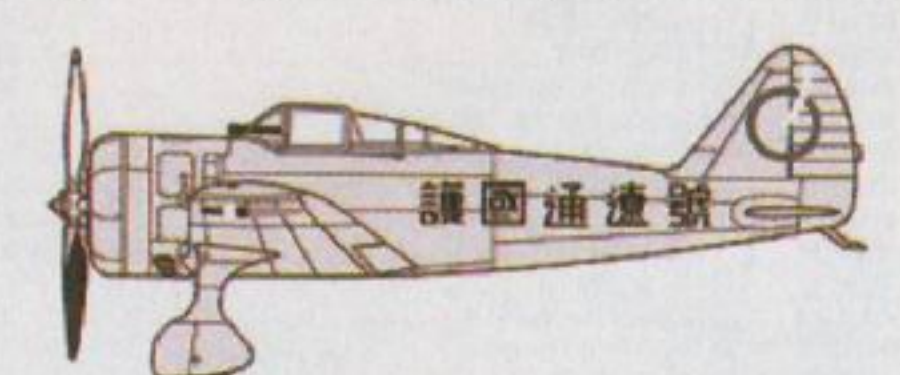
Items released in Japan during October included the F-8E(FN) Crusader 'French Navy' (#09514/¥3200), Hawker Hurricane Mk IIB 'Eagle Squadron'



(#09510/¥2400), Messerschmitt Bf 109G-10 'Nachtjäger'

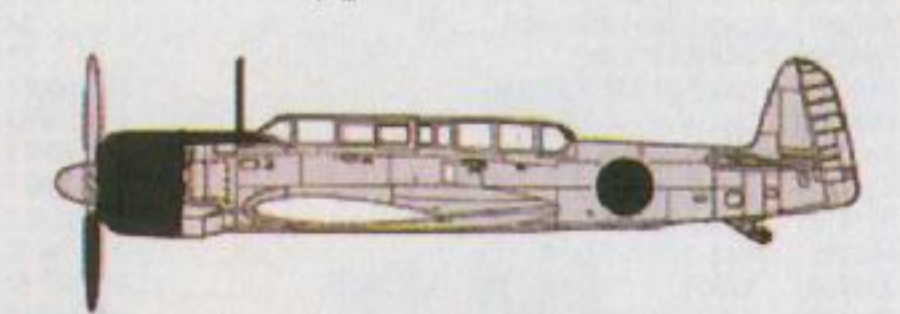


(#09511/¥2600), Nakajima Ki-27 Type 97 Fighter (Nate) 'Manchoukuo

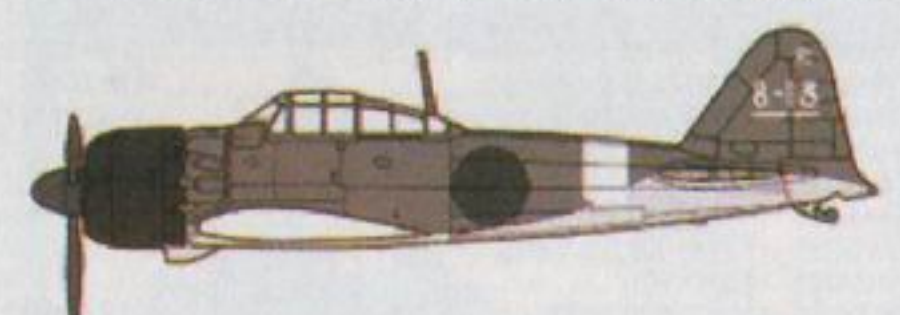


Air Corps' (#09512/¥2200) and McDD A-4C Skyhawk 'VA-76 Spirits' (#09513/¥2600).

November releases in this scale will include the Nakajima C6N1 Saiun Prototype (#09515/¥3800),



Grumman F-14A Tomcat 'Black Knights History' (#09516/¥4800), Mitsubishi A6M5 Type 52 'Saipan



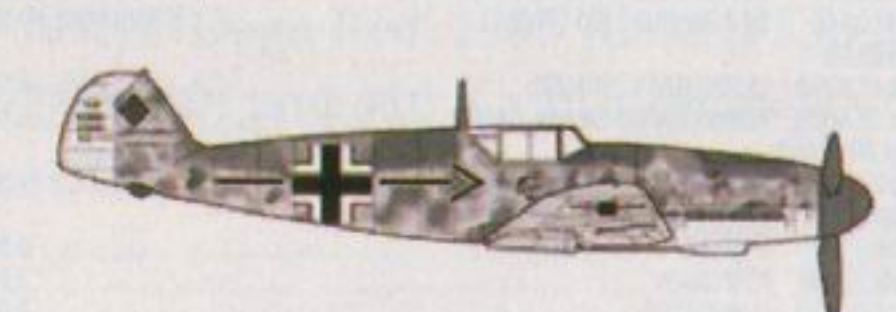
Island' (#09517/¥2400), N.A. RF-86F-30 Sabre 'USAF'



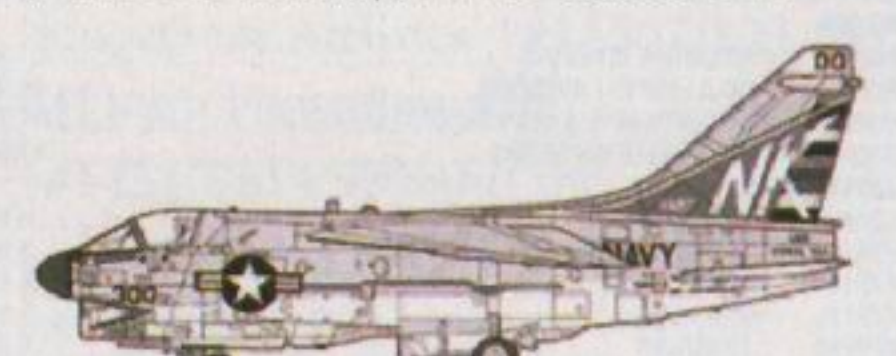
(#09518/¥3800), Republic P-47D Thunderbolt '61st Fighter Squadron'



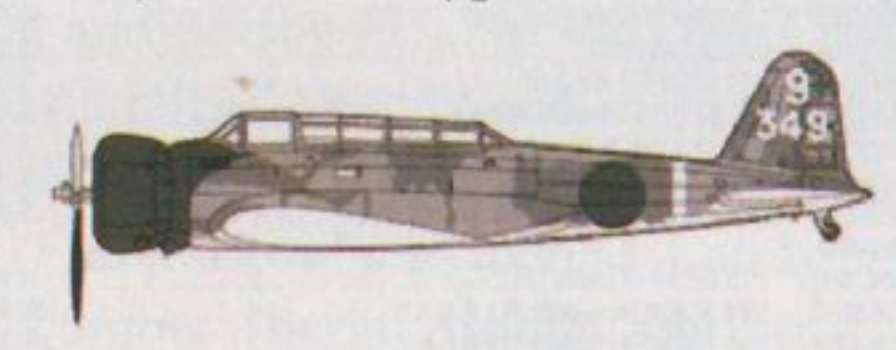
(#09519/¥2400), McDD F/A-18C Hornet 'Stars & Stripes' (#09520/¥5800), F-8J Crusader (#PT26) and Mitsubishi F-2B (#PT29).



Items listed for release in December will include the Messerschmitt Bf 109F-6/U 'Galland Special' (#09521/¥2600), A-4E/H Skyhawk 'IDF' (#09522/¥2600), P-38H Lightning '475th Fighter Group' (#09523/¥3600), A-7E Corsair II'



USS Coral Sea' (#09524/¥3400), Nakajima B5N1 Type 97 Model 1



'14th Flying Group' (#09525/¥2600),

McDD AV-8B Harrier II Plus (#PT28) and McDD RF-4B Phantom II 'USMC' (#PT31).



I/32nd

Released in this scale in Japan during October was the Messerschmitt Bf 109G-6 'Eyeball' (#08142/¥4200).



Listed for release in November are the Messerschmitt Bf 109K-4 (#ST20) and the Focke-Wulf Fw 190D-9 'Rudel' (#08143/¥4200).



The only item due for release in December in this scale is the Grumman F6F-5 Hellcat '10,000th Hellcat' (#08144/¥3400).



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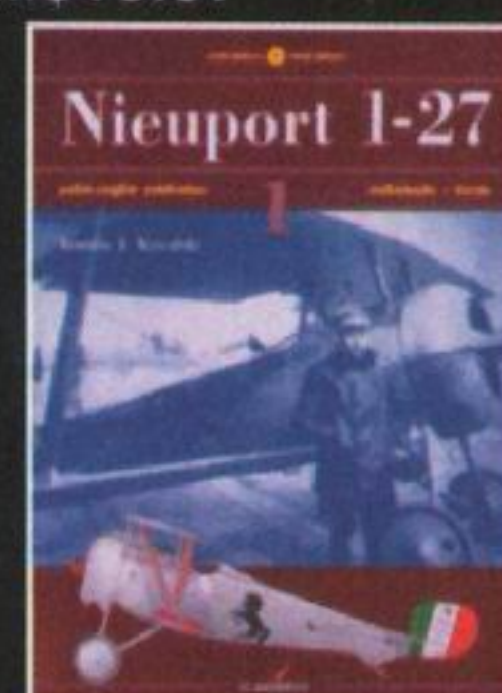
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**1/48th**

This manufacturer announced at the recent HobbyVisions show that they were going to produce the Lockheed Sirius in this scale and that it would be released in mid-2004. The kit will feature both wheels and floats and is being tooled in such a way that later the Altair, Orion and Vega can also be released.

**1/48th**

Due for release during November are the McDD AV-8B Harrier with 'Iraqi Freedom' historical book (#6878/\$28.20). Due for release during January 2004 is the A-10 Warthog (#5521/\$19.20) and this will be followed in March by the all-new tooling of the McDD F/A-18E Super Hornet (#5519).

**1/48th**

Released in the UK during late October was the 'transparent' version of the Me 262A-1a (#61091/£37.99).

Due for release in October in Japan is the 'Propeller Action' version of the P-47D Thunderbolt (#89619/¥5500). Also noted for reissue during October is the Mitsubishi Ki-46-III Type 100 Command Reconnaissance Plane (#61092/¥2600). This kit will

apparently include both styles of propeller fitted to the Ki-46 in WWI, as well as two new crew figures and a set of decals with three new options, so not really a 'reissue' more of a 'revised reissue'!

The 'Propeller Action' version of the P-47D Thunderbolt Bubbletop (#61510/¥4600) is scheduled for release during November in Japan.

We have also noted that Tamiya are about to release a new kit of the Pkw. K1 Kubelwagen Type 82 (#32501/¥1000). We will no doubt see this incorporated with their existing Luftwaffe aircraft kits in a 'limited edition' series of releases!

**1/72nd**

New items due for release in this scale will include the Curtiss P-36A (#SH72052/£9.75)



and the Hispano Aviacion HA220 Super Saeta (#SH72068/

£9.60), although we have no confirmed release dates on these at the time of going to press.

1/48th

The next release in this scale from this manufacturer should be the all-new kit of the Fairey Barracuda Mk II (#SH48021/£27.50), which many of you will remember was originally listed for release by Classic Airframes.

Other new subjects due in this scale will include the Nardi FN.305 (#SH48020/£13.75) and Petlyakov



Pe-3 'Early' [with Gneis 2 radar] (#SH48022/£28.20), although we have no confirmed release dates for these.

**1/144th**

Released in Japan during September was the H6K5 Type 97 'Liner Model' (#MCT003/¥3500).

1/32nd

Released in the UK during late October was the all-new tooling of the Vought-Chance F4U-1D Corsair (#02221/£39.95).



Due for release in the UK during November will be the Curtiss P-40B Warhawk (#02228/£27.95) and MiG-3 (#2230/£25.95).

**1/24th**

Released in October in this scale were the Messerschmitt Bf 109G-6 [Late] (#02408/£69.95) and Bf 109G-10 (#02409/£69.95).

**1/72nd**

Due for worldwide release in November is the Gotha G.Va/G.Vb (#020/£18.95).

1/48th

Due for release in the UK by Roden in this scale during November will be the Gloster Gladiator Mk II with skis (#401/£19.99), Sopwith 1.B1 'French Bomber' (#411/£17.50) and Fokker D.VII [Early] (#415/£17.50).

deleted

Just to forewarn everyone before the catalogue comes out, below is a list of all the kits Revell AG are deleting from their range at the end of this year. Get them while you can!

1/144th Scale

04026 Tornado F3 ADV
04035 BAe 146-100 STA Military Transport
04245 Boeing 737-800 'KLM'
04459 CH-47D Chinook 'US Army'
04609 Ekanoplan A-90 Orlyonok

1/72nd Scale

04134 Dornier Do 18 G-1/D-2
04142 Curtiss SB2C-1 Helldiver
04147 Fw 190F-8/R14 'Torpedo-Fighter'
04167 P-51B Mustang III 'RAF'
04185 P-47M Thunderbolt
04305 Junkers Ju 52/3m Transport
04390 Tornado 'Spirit of Boelcke'
04408 BK-117 'Space Ship'
04433 Sikorsky UH-60A Desert Hawk
04450 Sea King Royal Navy HAS.6/AEW
04600 Dornier Do 228-212 'Marine'
04605 F/A-18E Super Hornet
04611 Saab JAS 39 Gripen
04618 F-22 Raptor
04623 Sukhoi S-37 Berkut
04624 Boeing X-32A JSF
04625 Mosquito B Mk IV
04626 Lockheed Martin X-35B JSF
04628 Lockheed P2V-7 Neptune
04629 Grumman S2F Tracker

1/48th Scale

04347 Reno Racer Set [P-51D & T-6]
04455 NATO Helicopter NH 90 1:144
04470 RAH 66 Comanche US Army
04538 P-61 A/B Black Widow
04542 Ju 88C-6 Nachtjäger
04543 F-16A 'Tigermeet 98'
04547 F-8E Crusader
04549 Dassault Rafale B Two-Seater
04551 Eurofighter Typhoon
04556 F-5E Tiger II
04557 Dornier Do 217E-5
04563 A-7E Corsair II
04565 Aichi D3A1 Typ 99 (Val)
04566 P40E Warhawk

1/32nd Scale

04465 EC-135 'Heer'
04714 Fieseler Fi 156C Storch
04716 Focke Wulf Fw 190F-8
04717 Mitsubishi A6M5 Zero

**1/72nd**

Due for release from this manufacturer in October is the Polikarpov TIS, which will be followed by the Boeing XF8B in December.



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HERR OBERST

1/16



7051

Spad XIII

1/72



7052

Spad XIII

1/72



8087

Ki-115 Tsurugi

1/48



8088

Ki-115 Tsurugi

1/48



KLH8925

SM-79 Sparviero

1/48

previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed



North American P-51C Mustang 'Red Tails' with Ground Vehicle

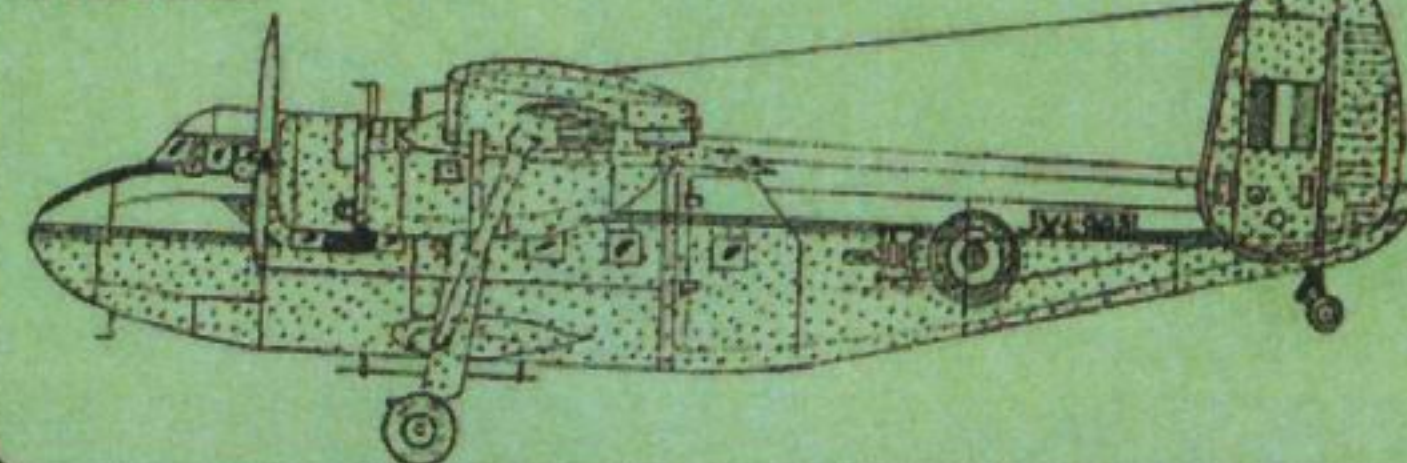
Scale: 1/72nd
 Kit No: 1225
 Price: £5.99
 Panel Lines: Recessed ✓
 Status: Reissue/Combined Tooling ✓
 Type: Injection Moulded Plastic
 Decal Options: 2
 Manufacturer: Academy Plastic Model Co., Ltd.
 UK Importer: Toyway



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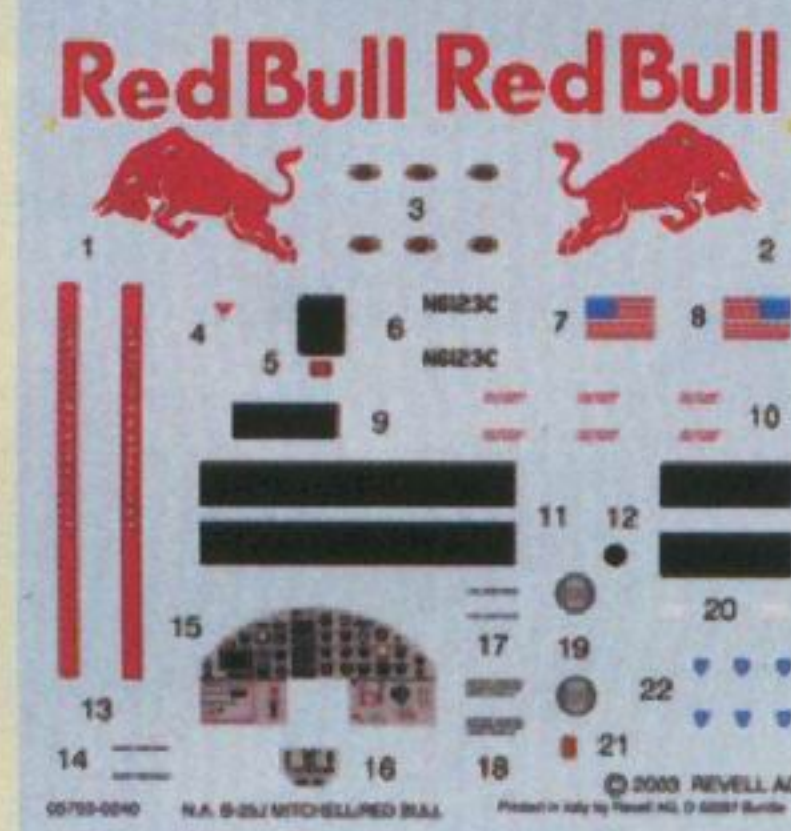
Scottish Aviation Twin Pioneer

Scale: 1/72nd
 Kit No: 7972
 Price: £32.75
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Resin, White-Metal & Vac-formed Clear Plastic
 Decal Options: 6
 Manufacturer: Magna Models (Spain), Apt de correos 27, Trapiche 29719, Malaga, Spain.
 Tel: 0034 952 030 962
 UK Importer: Magna Models (UK), 12 Purbeck Close, Lychett Maltravers, Poole, Dorset. BH16 6DE



North American B-25J Mitchell 'The Flying Bulls'

Scale: 1/48th
 Kit No: 05753
 Price: £34.99
 Origin: Monogram (USA)
 Panel Lines: Raised ✓
 Status: Special Packaging ✓
 Production: Special Edition
 Type: Injection Moulded Plastic
 Also Includes: Can of Red Bull, 3x Tinlets of Paint, 2x Aerosols of Spray Paint, 1x Bottle Painta Clean, 1x Brush, 1x Bottle of Contacta Cement, 1x Interactive Rom on the Flying Bulls B-25
 Decal Options: 1
 Manufacturer: Revell AG
 UK Importer: Revell AG (UK Branch)



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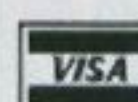
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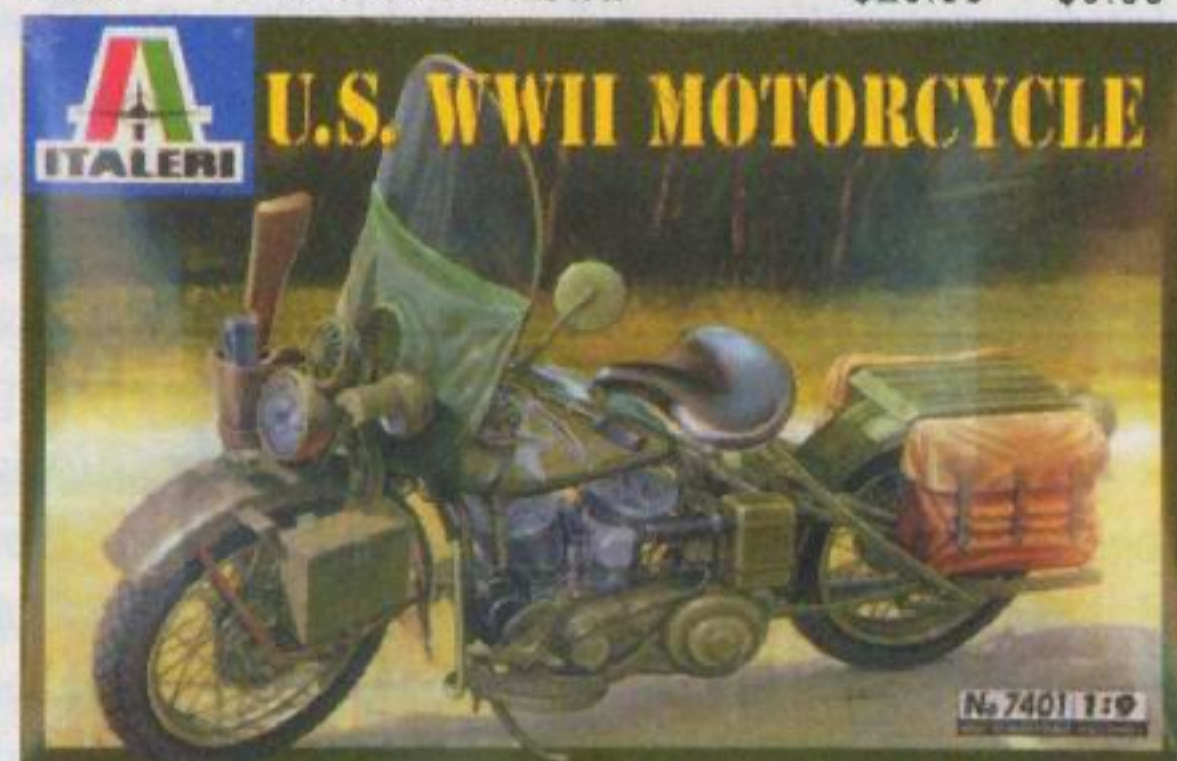
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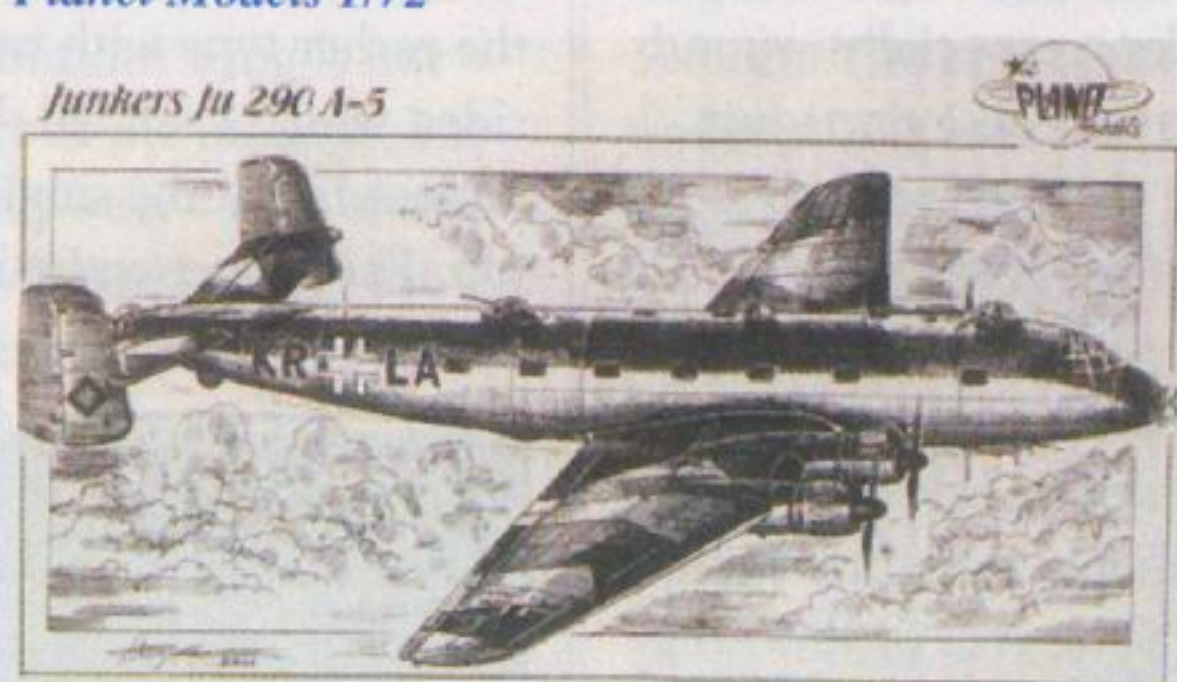
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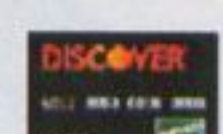
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reviews



Ilyushin Il-2

Technical Data

Scale: 1/72nd
Kit No: 0865
Price: £3.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 76 (Grey), Clear 5
Decal Options: 2
Manufacturer: SMER
UK Importer: Pocketbond Ltd



The Kit

At the end of the 1990s, to the delight of the VVS modellers and enthusiasts of 1/72nd scale, a number of manufacturers finally issued the whole array of Sturmoviks. The Il-2 single-seaters were produced by Dako-plast and Toko, although both actually represented different versions. Toko opted for early series all-metal version, while Dako-plast issued the late series version with wooden wings and rear fuselage. Please note that although this was initially previewed as being 'ex-Dako-plast' this is not the case, as this model from Smer is an all-new tooling. So what is so special about Smer's kit? Well, it neatly fills the gap between the Toko and Dako kits providing the single-seater Sturmovik of the mid-production series fitted with metal wings and wooden rear fuselage. This model was produced roughly between September 1941 and February 1942. Reportedly, some of these aircraft were still in use in the hard winter of 1943.

The kit comes in the standard side-opening Smer box. The parts are moulded in light gray plastic and feature engraved panel lines throughout (thank you Smer!). The panel lines are not as fine as on the latest kits by Revell and Hasegawa, but still well done. Smer's kit is the only one offered with optional skis. These skis are rather well done and it is therefore a shame that the decals in the kit do not allow a ski-equipped Il-2 to be built! Apparently, Smer reserved this option for its 'High-Tech' boxing of this kit.

Instructions

On the first two pages there is a short description of the aircraft in three

languages (Czech, English and German), while most of the instructions elsewhere on these instructions are in no less than six languages! The text (if you ever read it) is rather controversial, as the technical data differs sometimes from that provided in other sources. The construction guide is in eighteen stages and is quite clear. Painting information is only provided for one machine; the other is shown on the back of the box. The colours are listed by the Humbrol range, but there is no information on the correct colours for the weapons or propeller blades?

Construction

The construction starts with the cockpit area. Having seen most of the Il-2 kits, I can confidently state that in this respect Smer beats everyone else. If you decide to build a model with a closed canopy, you have got everything you need (except seat harness, which can be easily scratchbuilt). For an open canopy the cockpit would benefit from some aftermarket detail parts. As I understand it, in the 'High-Tech' version of the kit, Smer supplies a photo-etched fret that would resolve this issue. The instrument panel in this kit is provided as a decal and, initially, I was surprised by the strange brown colour for this item? Researching the type proved that this may well have been the case and I therefore I used it. Smer's colour suggestion of Humbrol 64 for the cockpit interior is incorrect though as it should be metal primer.

Putting the fuselage together caused a problem, especially around the top air intake. These parts just did not fit and the fuselage halves did not come together properly as a result. I had to cut and sand down significantly the air intake to fit it between the fuselage halves.

The only other major construction problem was in the area of the wing to fuselage joint. Smer proposed a rather unorthodox system there, and I wish I could say it worked well. No amount of dry-fitting could achieve a good join, so I resorted to the simple solution of filling in the gaps with Milliput.

The rest of the construction went well (not much of it left anyway). After the painting the undercarriage and weapons were attached. I did not find the way to tackle the undercarriage assembly suggested by the instructions to be 'user -friendly'

and opted for separate installation of each part of the undercarriage into its correct location (starting with the main legs) and it worked very well. This is not to say that others will not find the instruction system unworkable, it was just that I preferred my own method.

Smer supplies two kind of bombs and rockets for external stores in this kit. I decided against using the bombs supplied with the kit - they only remotely resemble the real things and do not have proper racks. Il-2 had four bomb bays for carrying small calibre bombs, so I assumed that those were used instead of the external load. The supplied RS-82 rockets are far too big for this scale. I have used the ones from the kit, but will replace them as soon as I lay my hands on a proper aftermarket set.

Now there are some small alterations and additions required to make your Il-2 'Hunchback' look right. First of all the front intakes are just lumps of plastic on this model. To make them look right, drill them out and reshape to the correct profile. No rudder and ailerons mass balances are present in this kit so you will have to scratchbuild them. They are actually shown on the picture in the instruction sheet, so that can be used as a rough guide. The machine guns would look much better if drilled out and replaced by either tubes or stretched sprue. Gunsights and undercarriage indicators can be added to the model and will also make it look much more realistic. On, on my model I also changed the structure of the ribs on the middle section of the canopy. Smer provides the canopy for the earlier type with two ribs on the sides, which I sanded down and replaced with the single one on the top. The later exercise is not really necessary as I am sure that some of

the mid-production machines were fitted with the earlier type canopy.

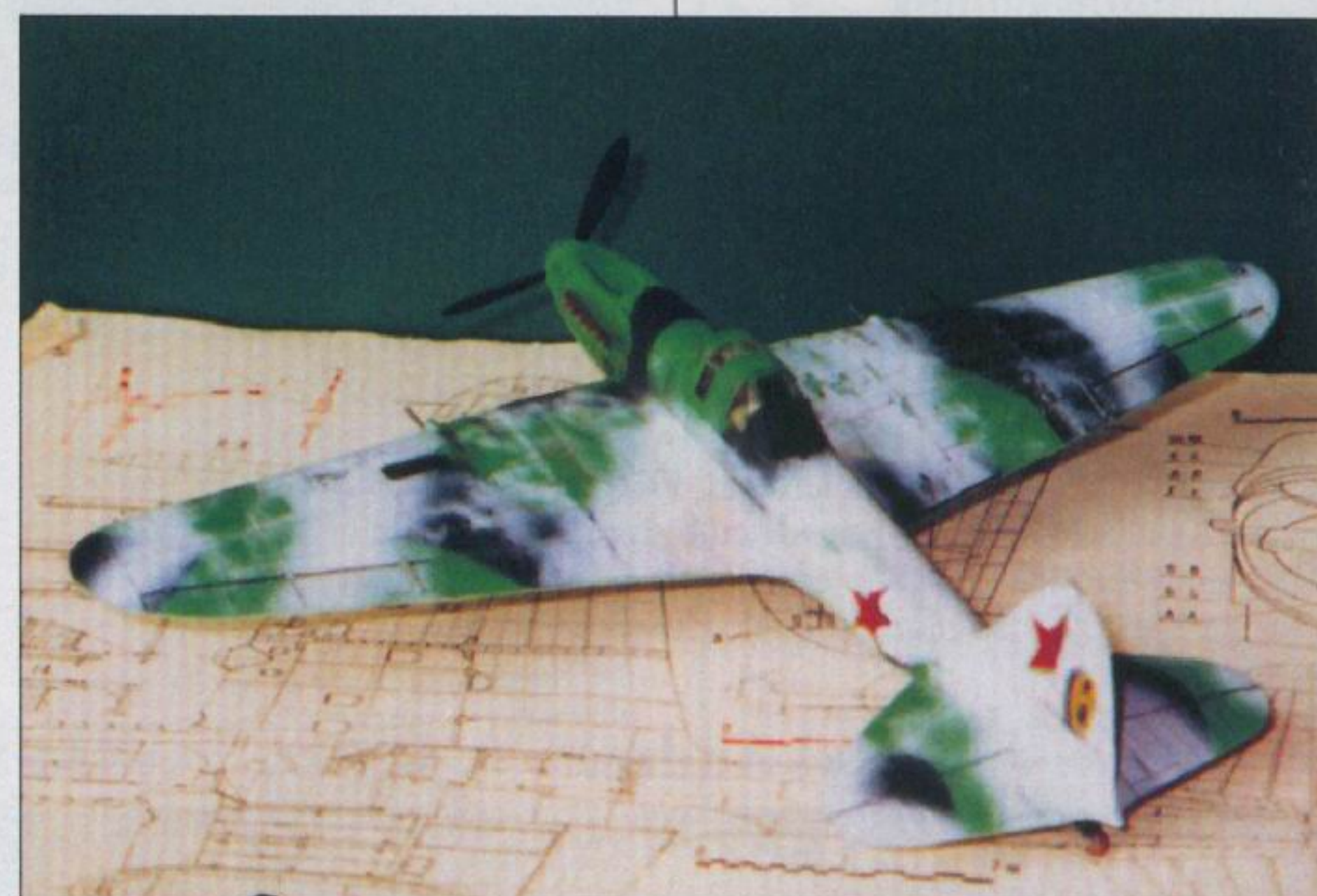
Colour Options

Smer offers two colour options, one in a summer scheme and the other in a winter scheme:

- The winter two-tone camouflage represents an aircraft flown by N. A. Zub, a Hero of the Soviet Union. It is very possible that Zub flew an aircraft of the mid-series, but Dako-plast and some of the Russian sources think that he had an Il-2 of the later series fitted with wooden wings. The photographs of the aircraft I have seen to date do not allow you to make a definite conclusion on the matter. If you do not have this aircraft in this scheme yet, you may well go for this colour option. The other thing to keep in mind is that most Russian sources consider that the black Cyrillic inscription 'Smert Fashistkim Okkupantam!' was painted only on the starboard side of Zub's machine.

- The second option is a two-tone summer scheme with allegedly wartime inscription on the sides of the fuselage. Smer does not provide any unit or pilot details and the scheme by itself gives me very strong doubts about its accuracy. I personally have not seen any photographs of an Il-2 (outside of the photographs of the prototype) in two-tone camouflage. Most of the machines of the period sported three-tone schemes. I would not advise you choose for this option at all.

Well, as I have already built an Il-2 with Zub's markings, I had to find an alternative scheme that would suit a mid-production single-seat Sturmovik. After a prolonged search I opted for 'Yellow 6', a machine flown by Major Borodin, in the winter of 1942. Photographs of this



machine were published in 'Krylia Rodiny' magazine number five in 1994. This aircraft had the standard three-tone summer camouflage with white-wash applied over it in an irregular pattern, although the front part of the aircraft was not painted in white at all. The numeral was taken from my spares box and the stars came from the kit's decal sheet. (Please, note, that this aircraft is shown on the cover of AJ Press Monografie Lotnicze #22 'Il-2, Il-10' book, however the type of the aircraft depicted there is incorrect).

As the instructions do not provide any information on the colour of the propeller blades, I think it would be useful to mention that for this series of the aircraft they were black with white inscriptions on them. Some aircraft though might not have had the inscriptions though. The bombs

should be painted medium grey with thin stripes on them corresponding to the type. The RS-82 rockets were normally not painted and were of a natural aluminum colour. The wheel wells and cockpit interior should be painted the colour of metal primer (Humbrol 78 would be a close match) but very often the interior of wheel wells was sprayed in the same colour as the underside of the aircraft.

Decals

The decals went on the gloss surface without any problems and had a text book reaction to the usual decal solutions. The density and register were also of top quality. Unfortunately, Smer does not include any sort of stencilling seen on the real aircraft on their decal sheet. Decal Rating = 9/10.

Accuracy

According to Modelist Konstruktor the wing span of the real aircraft was 14.6m. The wing span of the model is 203mm which is spot on! The length of the aircraft was 11.65m, which once scaled down would be approximately 162mm. The length of the model is 164mm which is 2 mm too long. The discrepancy in the size though might be due to my measurements (far from ideal). When put near the Dako-plast model the difference in length is impossible to spot and overall it really does not make sense to cut a perfectly good plastic kit to lose the odd millimetre. All the panel lines on the model correspond to the drawings in Modelist Constructor.

Conclusion/Recommendation

Despite some problems with the fit

and a poor selection of colour schemes, the kit builds into a nice model. I was very pleased with the end result. The finished model captures the rugged look of the 'Hunchback' very well and would be a very nice addition to any collection of VVS or WWII aircraft. Still, having the choice, I would recommend you buy the 'High-Tech' version because with the minuscule difference in price you get the same plastic, a much better set of colour options and the photo-etched fret. The later would be extremely useful in the cockpit area and would thus allow you to complete the model with an open canopy.

My great thanks to Smer who provided the kit for review.

K. Malinowski

RODEN Bristol F.2b Fighter

Technical Data

Scale: 1/72nd
Kit No: 043
Price: £7.25
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 105 (Grey)
Decal Options: 7
Manufacturer: Roden
UK Importer: Pocketbond Ltd



The Kit

This kit of the Bristol F.2b by Roden, comes in their usual wonderfully produced colour end-opening box.

Inside was a bag containing four sprues of light grey plastic, displaying superb moulding and detail, and almost no flash at all.

One of the most impressive things about this kit is the superb Rolls-Royce Falcon engine which can be left uncowed so that all the (really excellent) detail can be seen.

Instructions

The assembly instructions come as a comprehensive twelve page A5 booklet and are clear and easy to follow with a step-by-step breakdown of all the options. There are five different decal options and two different colour schemes shown, together with a Humbrol colour reference.

Construction

The instructions start with the observer's gun ring and then move on to that amazing little engine. At only an inch long and comprising nearly twenty parts, this little thing is a kit in

its own right! I decided early on that I would display the engine separately from the plane, and set about making a stand for it. I added the engine to the mounts and the firewall from the kit and mounted it on an aluminium rod set on a plastic base.

The engine was painted in aluminium and copper, with a black wash to bring out the detail.

Moving on to the cockpit, this can be painted in wood brown with an aluminium fuel tank, red leather seats and black controls. I was surprised to find that the aircraft sides did not quite meet, and the fuel tank needed a little sanding down for it to fit. Do not forget to add the spare Lewis gun magazines before you close the fuselage sides. If you are adding the engine to the fuselage, you need to decide whether to cut open the engine cowl or just to hide the engine inside.

The next stage is to add the tail surfaces and landing skid, and then it's on to the wings.

The design of this aircraft is rather unusual as the bottom wing is not attached directly to the fuselage, but rather sits slightly below it on short supports. You will need to add the undercarriage and fuselage supports, together with the upper wing supports to the lower wing section, and then join it to the fuselage. It is best if the upper wing is left off to ease painting. Next the cockpits can be masked and the whole plane primed with Halfords grey primer. Once dry the engine cowl and upper decking must be masked as this will remain grey, while the rest of the aircraft and top surfaces of the wings can be sprayed dark green.

The underside of the wings can be sprayed linen white and the wing supports dark grey. Wheel centres are dark green.

All that remains is to add the exhaust pipes, propeller, observer's

gun ring and upper wing, and the build is complete. A good coating of Johnsons Klear, and it's time for the decals!

Colour Options

There are two colour options given for this aircraft, these being dark green and grey with linen under wing surfaces, and a matt white fuselage with dark green engine cowling.

Decals

The decals are superb on this sheet, all being in register with good colour density. There are plenty of options, even one that proudly proclaims 'Presented by the government of Zanzibar' on the fuselage side! The decals are nice and thin and settle down well.

Decal Rating = 10/10.

Accuracy

The dimensions given in the Complete Book Of Fighters, give the length as 25ft 10in, and the span as 39ft 3in. The kit scales up slightly under at 25ft and 37ft 6in respectively.



Conclusion/Recommendation

Apart from the slight fit problem with the cockpit parts, this was a very good kit to put together. The level of detail, especially that superb engine, makes this kit a must for all WWI aviation fans. Another item of note is the way in which Roden always have a picture and history of a famous pilot on the box art. Very informative, and it helps to bring the subject to life. Superb all round!

My thanks to Roden for the review sample.

Wayne Harris



Technical Data

Scale: 1/72nd
 Kit No: PM-223
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Injection Moulded Plastic
 Components: Plastic 16 (Grey), Clear 1
 Decal Options: 1
 Manufacturer: PM Models
 UK Importer: Pocketbond Ltd



The Kit

The kit comes in PM's normal box with bright yellow sides and border on the top and bottom. A colourful painting of the Me 328 is on the top and bottom with two small line drawings showing the two versions of the kit you can make (shown the wrong way round i.e. the V1 is called the V2 and the V2 is called the V1). On one side there are three images of kits from PM's Luft '46 model range. All the wording is in English, very clear and precise. Inside the well designed packaging, there is a sealed clear bag which contains the instructions, decals and the important part, a single spur of light grey plastic which holds 16 parts. These have a little flash on them and some moulding marks along their edges where the two halves of the mould meet and don't line up precisely. All the parts have fine recessed panel lines and PM's 'textured' finish (a little like fine wet 'n dry). There is a single clear canopy on a separate spur; it's a little chunky, but there are no panel lines engraved and as with the rest of the moulding there was a little flash around the edges.

Instructions

They come very clearly printed on a single sheet of paper; on one side you get a black and white copy of the box artwork, a very brief history of the aircraft and the dimensions for the V1 and V2. This comes in English and German with the German version of the history being more detailed. Then comes a colour and decal plan for both versions (they are the same). PM do give you a full paint manufacturers list, Humbrol, Tamiya, Xtracolor and Gunze Sangyo. On the other side are the construction drawings, with only nine parts making up the aircraft they are not too complicated to follow, with each version being shown separately, however, they are the wrong way round again.

Construction

With just nine parts going to make up the aircraft, PM models are not stretching the limits of construction

skills here. First of all I started with the cockpit which consists of two parts, the floor, seat and rudder pedals are moulded as one (part 1) and a control column (part 2). With a coat of paint it doesn't look too bad, I used Humbrol Tank Gray (67) washed with matt Black (33) and drybrushed with Light Gray (64). At this stage I made up some seat belts out of Tamiya's excellent masking tape, painting them in Khaki Drill (72) and highlighting the edges in Black (33) again using Humbrol paints. Then the control column was fitted and to be honest it looked quite good. At the same time the inside of fuselage was painted in the same scheme as the cockpit floor; there is no detail at all on the side walls, in fact there's no side wall to speak of! How the real aircraft looked I don't know, but bear in mind this was a prototype and a glider, so I doubt if there was a lot 'going on' inside the fuselage. Next the cockpit was glued to one fuselage half (part 4) and then the other half of the fuselage (part 3) was fixed. The fit could be better as the panel lines don't mate too well and part 3 is somewhat smaller at the rear along the bottom, which leaves a lip of just under 1mm, which is nothing the liberal use of Humbrol Model Filler will not deal with. Next to be fitted were the wings, in my case parts 7 & 8 for the V1 with full length wings, (another set of wings are provided [parts 12 & 13] for the shortwinged V2). A dry run showed that the slots in the fuselage wing roots needed to be opened out as they're in the wrong place for the wings to fit flush. You also need to clean up the joint on each wing where there is a slight lip where the moulds were misaligned and the right wing's (part 7) attachment tab needs thinning at its bottom. Once this is done the wings fit quite well, (as the span is 2.5mm short you may want to insert a plug at this stage) the wings needing a small amount of filler to blend in with the fuselage.

We now come to the tailplanes, which are way too thick. The best thing to do here is just to replace them with ones from a Bf 109 as they are the same, the stock parts needed cleaning up as they suffered from the same problems as the wings, but again once fitted, glued and the gaps filled with filler, were of a robust fit. Last of all you can fit the canopy, which was a one-piece affair so it should have been a simple fit, but there was a very noticeable gap around the whole thing, the only way to solve this being to build up the fuselage around the cockpit with filler, fit the canopy with Humbrol Clear Fix, clamp it and leave to cure. Then fill the remaining gap with filler, sand down to blend the canopy with the fuselage and finally pick out

the framing in Humbrol Tank Gray (67) and that's itsimple

Joy of joys PM have seen fit not only to give us the attachments parts (9, 10 & 11) for fitting the Me 328 on to a mother plane (which should be a Dornier Do 217E) but a static display stand as well, which is made up of three unnumbered parts and is a little under size. No mention of the stand or the Mistel style attachment is given in the instructions, which is a bit daft and bad planning and design by PM Models, however it's not too hard to work it out, even for the novice modeller (I think this oversight is because the Mistel bit relates to the Airfix release of this kit with their Do 217E last year? - Ed).

Colour Options

You get just one, for both versions; green on the upper surface and light blue below. The colour recommended of the upper side is RLM 71, PM give a wide range of shades from Humbrol HG 2 (not made for years) or 30 (I feel 116 is just a bit closer), Tamiya XF-65, Gunze Sangyo H64 and Xtracolor X205. The lower surface choices are Humbrol HG 5 or 65, Tamiya XF-23, Gunze Sangyo H67 and Xtracolor X202. In the end I went with Xtracolor, two coats of each were applied by brush (Humbrol size 8), with the kit then put to one side for around a week for the Xtracolor to cure. The control surfaces were then picked out in thinned Humbrol Gloss Black (22) and the panel lines in thinned Humbrol Matt Oxford Blue (104). As the Xtracolor is of a gloss finish there was no need to varnish the model before the decals were applied. The kit was then finished off with an over-spray of Polly Scale's water-based clear matt.

Decals

A huge improvement over previous offerings from PM. You get just the basics: six crosses and a pair of swastikas all of which were of a high gloss finish with a very good colour density, however the black was printed just a bit off centre. The

carrier film was clear, a change for a PM model, and the decals settled down very well with no silvering with the help of Micro Sol. PM models have made the effort so it's a shame about the slight misalignment, but over all I was impressed. Decal Rating = 8/10.

Accuracy

It took some time and effort to track down the specifications for the Me 238 V1 and V2 glider, but in the end I came across a very informative book 'Secret Wonder Weapons of the Third Reich' by J. Miranda and P. Merlapo. It has a very detailed and useful section on the Me 328. So what have we got? The kit has a length of 96mm, which scales out to 6.91m instead of 6.97m and a span of 116mm, which gives us a scaled up measurement of 8.35m instead of 8.53m. I can live with the kit's span being 2.5mm too short and a length just over 0.8 of a millimetre off; the main thing is that it looks right and it's simple to fix the wings.

Conclusion/Recommendation

What we have here is a very simple but relatively accurate kit of one of the more workable German projects of WWII. As far as I'm aware this is the only model of the V1 & V2/3 gliders in 1/72 scale for the Me 328 program, so it should look very nice along side the Huma kits of the Me 328A & B, or if anyone has an old Airfix Do 217 lying around you could give it a new lease of life (just as Airfix themselves have done, as the PM kit is available with their Do 217, however without the stand or the smaller wings of the V2/3!).

Full marks to PM models for once again producing a model of a somewhat obscure subject, but one of interest to many Luftwaffe fans. A kit for anyone into modelling prototypes or Luftwaffe aircraft, it would also make an excellent first time kit, recommended to all.

My thanks to PM Models for the review sample

Tim Large



Revell Boeing CH-47D Chinook 'US Army'

Technical Data

Scale: 1/144th Kit No: 04459
Price: £5.99 Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 56 (Dark Green), Clear 10
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)

The Kit

This was the first injection moulded kit of the Chinook in 1/144th scale. Moulded on four main sprues of dark 'Olive Drab' plastic, the last of which provides all the equipment, aerials, etc, specific to the version provided by the kit. There is plenty of detail for the scale, including a reasonable interior with the option of open cabin door and drop-down rear ramp. There is a combination of very fine raised and engraved detail and even the smallest parts are completely clear of flash.

Instructions

The twelve page A5 instruction booklet is in Revell's standard format, but it takes until page 7 to find the sprue plan and the start of the construction. There are 21 actual construction stages, all with adequate exploded-view drawings and detail painting information. The paint references are all for Revell's own paint range but there are no official 'FS' numbers.

Construction

The first thing you notice is that everything is small but perfectly formed! The cockpit includes seats, instrument panel and even the cyclic sticks, and all fit neatly into place. The two bulkhead parts are added to the one piece, split-level floor and the whole assembly fits precisely inside the fuselage. The two halves fit together extremely well and, with a bit of care, the join along the top is almost invisible. The one-piece cockpit glazing is fiddly to position correctly, but once you get it right, it fits precisely into place and just needs a small dab of liquid poly to secure it.

The rear loading doors can be fitted closed or in the open position, where the drop-down ramp has a certain amount of movement up and down, and the vehicle ramp extensions are also supplied. The top part of the cabin door behind the cockpit can also be fitted in the open position if desired. The eight small circular cabin windows are also a precise fit from the outside of the fuselage, especially as some of them are domed and can't be replaced with Kristal Klear, or similar.

A little care is necessary when fitting the rotor blades to the heads, ensuring the control arms line-up correctly and produce evenly spaced rotor tips. They are very detailed for their size, but the drawback is that the join of the blades to the heads is very fragile and prone to breaking at the slightest knock, not unlike the Matchbox/Revell 1/72nd version!

Accuracy

The finished model looks like a Chinook and the dimensions are all very close to scale. The rotor diameter of 18.28m on the real machine scales down to 12.6cm, less than 1mm short and the fuselage (15.54m) and height (5.66m) are accurate to within 2mm at 10.6cm and 3.8cm respectively. All dimensions are taken from the 'World Encyclopedia of Civil and Military Helicopters'.

Colour Options

The kit comes with one colour option, a US Army machine based in Germany in 1994 in overall Olive Drab.

Decals

There are only twenty-one individual decals on the sheet, but they cover all the titles, ID numbers, stencilling and the squadron badge on the nose. They are all superbly printed on a thin semi-gloss carrier film and, being all black, depth of colour is not a problem. After a short soak, all the decals release cleanly from their backing sheet and transfer easily to the model, adhering well to a gloss surface. They are not so thin that they are difficult to handle, but thin enough not to stand out on the surface of such a small model and even follow the surface detail.

Decal Rating = 9/10.

Conclusion/Recommendation

This kit faithfully reproduces a significant helicopter in a scale which seems to be growing steadily in popularity. Some of the construction also hints at a possible ACH-47 Gunship version to follow, or certainly this kit could be converted (a Chinook HC.1 'RAF' has already been released [kit #4043] - Ed). For ease of construction and the overall level of detail provided, this kit is highly recommended to all helicopter modellers and enthusiasts of 1/144th scale and is well within the capabilities of almost any modeller.

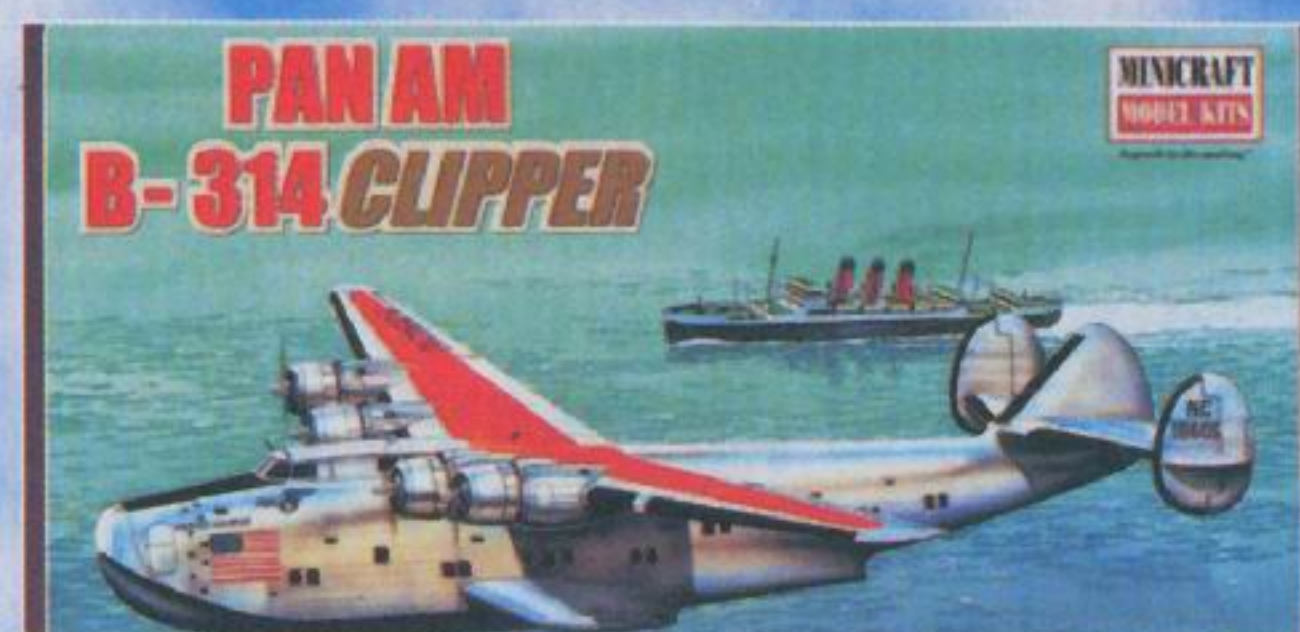
My thanks to Revell AG (UK Branch) for the review sample.

Fred Tooke



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Grumman Gulfstream III

Technical Data

Scale: 1/72nd
Kit No: MS-85
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Vac-formed & Limited-Run Injection Moulded Plastic
Components: Plastic 50 [Inj], 54 [Vac], Clear 5
Decal Options: 1
Manufacturer: Broplan
UK Importer: Aeroclub



The Kit

This kit is supplied in a double-ended white cardboard box with a single colour illustration on the top. Inside this box is a single plastic bag that contains five sheets of white vac-formed plastic which will give you 54 parts, five clear vac-form parts which are the cockpit canopy, two cabin window runs and two landing light covers, two sprues of grey injection moulded plastic which will give you 50 parts, one instruction sheet and one small decal sheet.

The vac-form parts are well presented with ample recessed panel lines that in some places almost disappear and in others are quite heavy. The injection moulded parts have plenty of flash and are mis-moulded. This looks as though the two halves of the mould were not aligned when moulding was being done. The clear parts are quite thin and only one of each is supplied so there is no room for error if you decide to use them during construction.

Instructions

One single A4 sheet of instructions is supplied. On one side you have an exploded diagram of all of the parts that make up the kit and also plan views of the vac-form and injected parts which give you the part numbers used on the exploded plan. On the other side of the instructions you have the painting and decalling instructions. This side gives you FS and Humbrol paint numbers and painting instructions for two different aircraft, although you only get decals for one!

It is worth marking the back of the vac-form parts at this stage with their part numbers using a small marker pen as there are a lot of parts when they are all cut out.

Construction

Began, as all vac-form kits do, by separating all the parts from their

backing sheets and, in the time honoured manner, cleaning them up. Once all this was done over a couple of sittings and a lot of plastic dust, I decided to devise a plan of attack, or method of construction, whichever sounds best. The reason being that the instructions just give you an exploded diagram without any formal instructions, so you can start wherever you want really.

I began with the fuselage. This comes in four pieces so the two port ones were glued together, then the two starboard. Then the two bulkheads were glued to the cabin floor; it's at this point you realise that the instructions could do with being a bit more informative as the exact location of this assembly in the fuselage is not clear. So I decided to assemble the wings next, because the main undercarriage bays protrude into the fuselage and thus affect the position of the aft bulkhead; place this bulkhead too far forward and you cannot fit the wings and it affects the cockpit later on, too far back and the cockpit won't fit later on either.

The wings consist of nine parts, centre lower section, outer lower sections and upper sections, winglets and undercarriage bays. With the undercarriage bays assembled into the middle section and the two lower sections fitted to this, when I tried to line up the upper sections I found that they were too long on the wingtips, whilst with the landing light recesses lined up, they could not go further inboard because the wheel bays would stop them, so I glued them in the best position I could then made up the difference at the wing tips with scrap plastic and filler and moved on. Trial assembly

of the wings to the fuselage gave me the position of the aft bulkhead which was duly fixed into position. This now meant I could tackle the cockpit. In this area you get a cockpit floor, two seats, two control yokes, an instrument panel and coaming and two side instrument coamings, all of which are devoid of any detail whatsoever. You could choose not to fit any of this if you decided not to use the clear parts and paint the windows in. I couldn't resist doing a bit of detailing in this area because I wanted to use the clear bits. It is worthwhile because the cockpit windows are quite large in this scale and the transparencies are quite clear.

All the interior bits and pieces were painted, the cabin windows added. The forward undercarriage bay is non-existent and is only supplied as a flat piece of plastic, so I boxed it all in then glued the two fuselage halves together. I added a bit of nose weight prior to this just in case, the instructions don't say so but you never know, do you?

The pre-assembled wings went on next and the large gaps between the fuselage and wings as a result of the earlier escapade were filled in and faired off. The tail assembly and tailplanes were fitted and an aircraft was beginning to emerge from the dust.

Because I had chosen to fit the transparencies plastic surgery was required to the cockpit section of the fuselage to allow for the fitment of the glazing, which was done and the glazing blended in to the fuselage. The engine pylons were assembled and fitted along with the winglets and the two 'humps' on the top of the fuselage.

The engines were next; there are two 'rings' supplied on the vac-formed sheets, which are the engine intakes but are not very long. A trial assembly of these and the fan blades showed that if used the fan blade cone protruded out in front of the intake which does not look correct. If you fit the rings at the front of the intake and the fan blades further back you have a gap between the two, so I discarded the rings and made two longer ones from a piece of plastic tubing. The assembly of the engines is straightforward as they consist of only six pieces each. The various blade antennae were fitted and were the last bits to be assembled prior to spraying. The engines were left off to be painted separately then fitted later.

The undercarriage parts, due to the mis-alignment of the moulds, are without doubt the worst part of the kit and short of replacing them from the spares box you can do very little to make them look realistic. I had no choice but to use them so I did the best I could with what was supplied. What you end up with are virtually flat undercarriage legs and non-concentric nose wheels; the main wheels are OK because they come in two halves so the errors can be eliminated.

Colour Options

As already mentioned there are two colour options on the instructions but only one set of decals.

- Grumman Gulfstream III, 241 Irish Air Corps 1990. White upper surfaces, blue under fuselage surface, light grey wings.
- Grumman Gulfstream III, F-249 Eskadrille 721 Royal Danish Air Force. Dark Grey upper surfaces,



lower grey under surfaces.

I would have preferred the Irish Air Corps scheme but as there are only decals supplied for the Danish aircraft that is the way I went.

An overall coat of Humbrol grey acrylic primer was applied, any blemishes or gaps in the filling were dealt with, followed by another coat of primer. The engine intakes and exhausts were given a coat of gloss black with a top coat of Alclad II stainless steel. The first real coat of paint was on the undersurfaces which were treated to a generous coating of Humbrol Light Grey 147. The upper surfaces were masked off, including the engines, and a mixture of six parts Humbrol 106 and one part Humbrol matt black 33 was applied.

When thoroughly dry, two coats of Humbrol gloss coat were applied all over and left to dry.

The leading edges of the wings and tailplane were masked off and painted Humbrol Polished Aluminium. The nose was masked off and finished with Humbrol Satin Black 85. The undercarriage was given a coat of Humbrol Satin White 130 with the tyres finished with Revell Matt Black 9. With all the masking removed from the screens the cockpit window frames were picked out with Humbrol Polished Aluminium.

Accuracy

The instructions quote a span of 23.72m and a length of 25.3m which is the same as the RDAF web site dimensions where the real aircraft are up for sale if you fancy one.

The kit measures out at :

Span 23.9m and length 25.2m, which is pretty spot-on as far as I am concerned.

Decals

Only one set is supplied as mentioned, those for the Royal Danish Air Force. There are only ten on the sheet but the quality is first class. They have minimum carrier film, perfect density when applied over the dark grey with good registration and they go on without any need for setting solutions.

Decal Rating = 10/10.

Conclusion/Recommendation

I liked the look of this kit from the very start, it's just a pity it is let down by the injection moulded parts. It is a typical vac-form kit with all of the usual vac-form kit characteristics. This is one of the better vac-form kits, although it is not in the Dynavector league. It is a nice kit when finished and looks smart in its two-tone grey livery.

It would have been nice to have the Irish Air Corps decals as well but this is only a minor request. You do need to have experience in this type of kit for this one as without it you may find it difficult in places, especially with the minimal assembly instructions.

Recommended to all who do have some experience in vac-form kits and would like a different type of military aircraft for their collection.

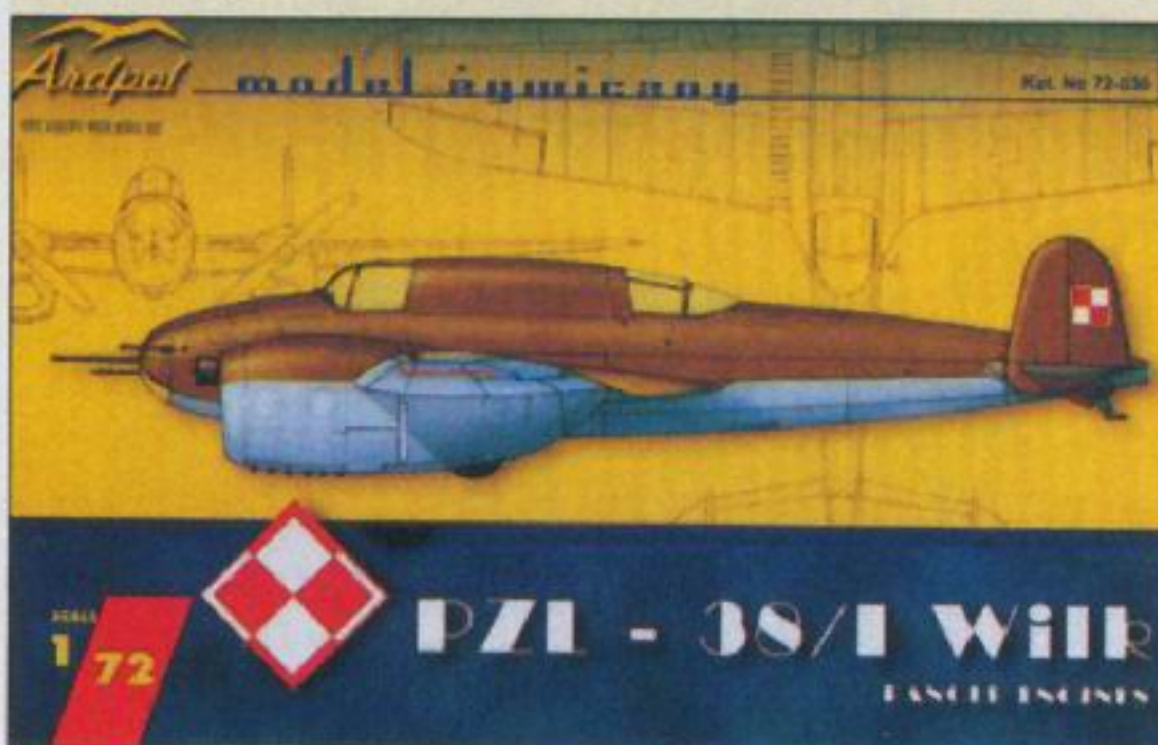
My thanks go to Broplan for the review sample.

Andy McCabe

Ardpol PZL 38/I Wilk

Technical Data

Scale: 1/72nd Kit No: 72-030
Price: £TBA Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Components: Resin 51, Clear 3
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



The Kit

When I first saw this model previewed in this magazine. I thought wow and I was tempted to buy it, then to my delight it came through the post as a review sample.

It consists of 51 resin parts, and a vac-form acetate sheet for the canopies. The quality of the resin is up to the standard of previous Ardpol kits, and includes full internal detail, two engines, and all separate control surfaces.

Instructions

The instructions consist of one and a half A4 sheets, printed on both sides in black and white with a brief history in Polish & English, colour scheme, and four excellent exploded construction diagrams.

Construction

This is where the fun started! The first thing I do with kits of this nature is to remove the moulding plugs and try to identify the various components, as there are no numbered sprues to aid you. Then came a few dry runs and test fits, and it was at this stage that I started to struggle with this kit, as the fuselage and wings mated perfectly, then it came to the engines and nacelles. This is Ardpol's second kit of this aircraft, the other being the first prototype aircraft fitted with Foka engines (#72-010). The engines were V8s instead of V12s but this didn't really matter, as they are only visible from the front, but more serious was the problem with the nacelles. It would appear that to convert the model from the first kit to this release the manufacturer only made the port side nacelle and simply cast two of them. The problem is that this creates a decidedly asymmetric model, whereas the original had the carburettor intakes inboard of both engines. It was easy to overcome this by moving the intake from one side to the other on the starboard engine nacelle, and a little cutting and filling around the leading edge joint to accommodate the sweptback wing leading edge. The rest of the kit could now be completed. I guessed at the colour of the interior and chose aluminium, which was then washed with watercolour and dry brushed to highlight the detail. As I mentioned at the beginning the kit features separate control surfaces which is just fantastic, although I resisted the temptation to set them all on full lock, instead I set them at a more neutral and realistic angle.

The vac-formed canopy was cut out and



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DR40001 B-1B Lancer 'ACC' 1:144



DR40002 B-1B Lancer 'SAC' 1:144



DR48001 F-35B U.S.A.F. 1:48



DR48002 F-35B U.S.M.C. 1:48

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installed with the help of some Humbrol Clearfix. I always find that trimming a little off at a time, and constant checking is the best way to deal with this type of glazing. You could choose to model the aircraft with the rear canopy stowed and the machine guns in the firing position. The model was then masked up and prepared for painting.

Painting

I've tried various paints in the past, but I always come back to Humbrol enamels. For this model I used Humbrol 89 Light Blue lightened with some white, and 155 Olive Drab. After spraying both of these colours I then toned them down further with a darker colour and softened the edges and some of the panel lines. I also gave them a wash with Cotman Burnt Umber watercolour. I use watercolours because they don't thin the oil-based enamels, but they do only work on well-matted surfaces. After that it needed a coat of gloss for the decals.

Decals

The decals consisted of six national insignia of varying sizes. These were densely printed but nice and thin, they went on well, and the white was very opaque. I think Ardpol's decals are fantastic but there could be an opportunity to provide pre-weathered, or toned down decals to give a more realistic look. Decal Rating = 10/10.

Accuracy

Apart from the problems with the engines the kit conformed well to the dimensions stated in the instructions.

Conclusion/Recommendation

This is the third Ardpol kit that I've had the chance to review, and like the previous kits the resin castings are of the highest quality, the interior detail is great and the inclusion of separate control surfaces was an unexpected bonus, but the problems mentioned in the text really did dull my enthusiasm for this kit, and I can only liken it to

Michelangelo creating the sculpture of David with two left feet.

If you really need a model of a PZL38 Wilk with Ranger engines then this is the kit for you, if not then try one of their other kits,

which I am sure will be fantastic.

My thanks to Ardpol for the review sample.

Jonathan Welch



Revell Boeing-Sikorsky RAH-66 Comanche

Technical Data

Scale: 1/48th
Kit No: 04470
Price: £13.99
Origin: Italeri (Italy)
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 42 (Dark Green), Clear 2
Decal Options: 2
Manufacturer: Revell AG
Importer: Revell AG (UK Branch)



The Kit

This is a reboxed, reissue of the Italeri kit and a tremendous improvement over Revell's original 'snap-fix' version from 1995. The two 'Olive Drab' sprues and one clear one are very cleanly moulded with no sink marks but, although there is very little surface detail on this 'stealth' helicopter, the few panel lines on the kit seem unnecessarily deep.

One bonus over the previous version in this scale are the various options available in the kit which offer the opportunity to model it 'fully loaded', in clean 'stealth' mode, or somewhere in between.

Instructions

As with all Revell kits, the A4 instruction booklet starts with a brief background to the subject, the

general instructions and the colour key. The sprue plan appears on page 4 along with the start of construction, which covers a total of 32 individual stages, all with clear exploded-view drawings and colour references for the detail painting.

The final stage is the overall painting and decalling, which, on this kit, is very simple.

Construction

There is a reasonably detailed cockpit 'tub' to assemble first, complete with instrument panels and controls, but no pilots. It all fits neatly together and no 'adjustment' is necessary when the fuselage halves are brought together. The canopy is also a good, precise fit. There is no other internal detail but, externally, there are a number of options. The undercarriage can be fixed down or up (with the doors closed), the exhaust covers can also be fitted open or closed, and then there are the weapons. As well as the clean lines of full 'stealth' mode, you can fix the internal weapons bay doors open to show the four Hellfire and two Stinger missiles and/or you can attach the external weapons pylons for the extra eight Hellfires.

The rotor assembly is simple, helped by the fact that there is no fine detail to worry about, as the head is shrouded. Fitting the rotorhead to the fuselage is done last in the construction process, gluing the whole assembly into the aperture using a collar which allows the rotors to turn. The fit of the rotor shaft is so good that it doesn't have to be secured in place and can

be removed for transport.

Accuracy

The kit captures the unusual lines of the Comanche very well and all the dimensions are pretty much spot on. The 11.9m rotor diameter, 13.2m length and height of 3.4m on the real machine scale down to 16.6cm, 18.3cm and 4.72cm respectively, all to within 1mm of scale.

All dimensions were taken from 'Janes Pocket Guide - Modern Military Helicopters'.

Colour Options

The only colour option is for the two prototype machines in overall U.S. Army Olive Drab.

Decals

There are forty-eight individual decals on the sheet, of which half are the titles on the sides of the missiles. The rest are the titles,

serials and stencilling.

The decals themselves are crisply printed on a matt finish carrier film. They separate from the backing paper easily after only a short soak and transfer to the model without any problems. They follow the curves adequately and without silvering.

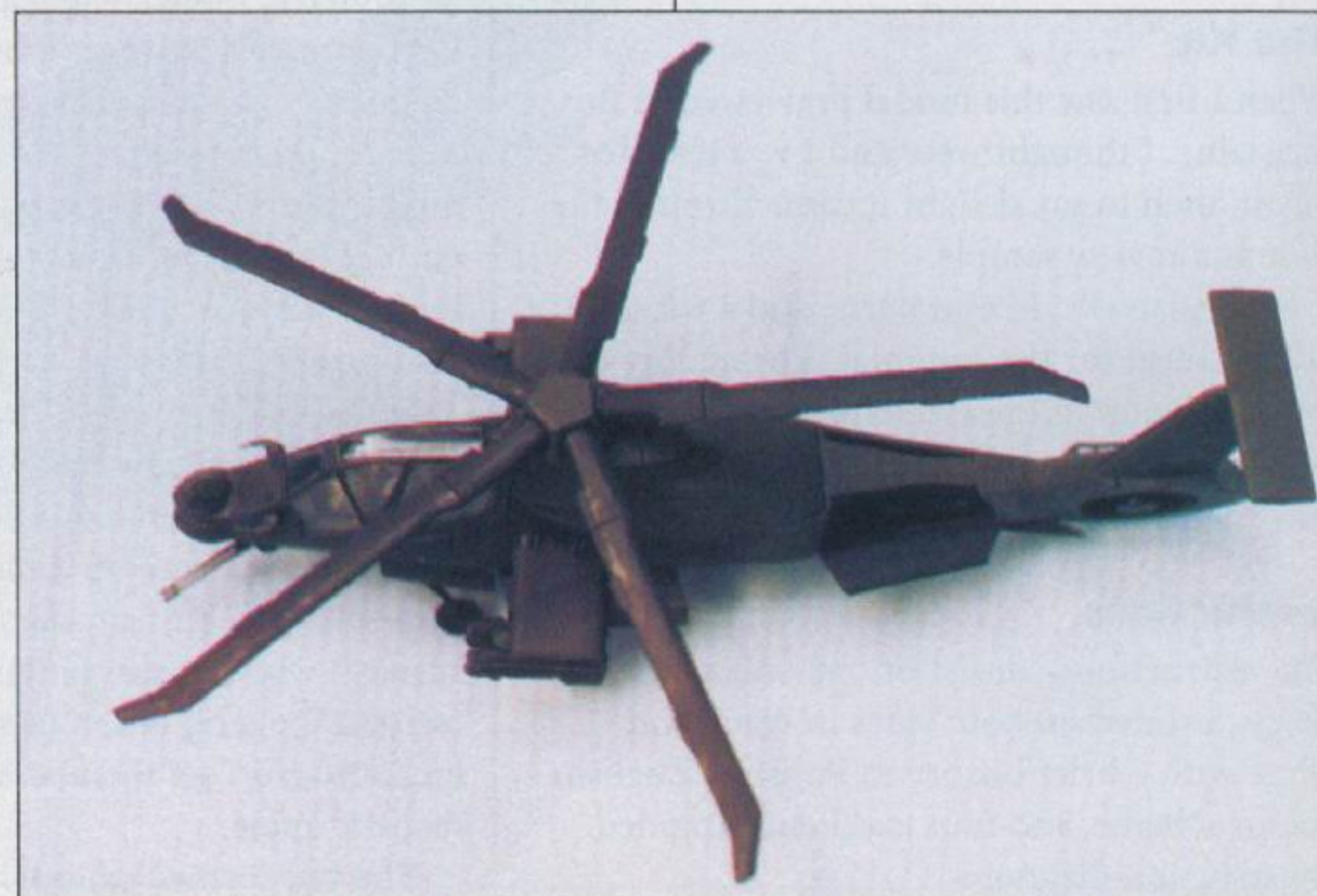
Decal Rating = 8/10.

Conclusion/Recommendation

This kit goes together extremely well straight from the box with little or no 'adjustment' needed. It is well within the capabilities of almost any modeller and is highly recommended and with the range of weapons configurations available, you'll probably want to build more than one!

My thanks to Revell AG (UK Branch) for the review sample.

Fred Tooke



modelling products

Gunze Sangyo (Mr Color) in UK!

Now many of you will recall that years ago this range of acrylic paints and other modelling products was available in a limited way through some outlets in the UK. However in the intervening period this has ceased and now it is almost impossible to get the Gunze range in the UK other than directly from Japan. Model Design Construction started to bring in the 'Mr Surfacers' range of primers a few years back now, and I am pleased to say that their gradual development of this idea has now lead to the availability of some of the other products as well as an (initial) limited number of the colours. The range available so far is as follows.

Mr Color Aqueous Hobby Colour

- H053 Neutral Gray (US)
- H054 Navy Blue (US)
- H055 Midnight Blue (US)
- H058 Interior Green (US)
- H059 IJN Green (Japan)
- H061 IJA Grey (Japan)
- H063 Metallic Blue/Green (Japan)
- H064 RLM 71 Dunkelgrün
- H065 RLM 70 Schwartzgrün
- H066 RLM 79 Sandgelb
- H067 RLM 65 Lichtblau
- H068 RLM 74 Dunkelgrau
- H069 RLM 75 Grauviolett
- H070 RLM 02 Grau
- H071 Middle Stone (RAF)
- H072 Dark Earth (RAF)
- H073 Dark Green (RAF)
- H074 Sky (RAF)
- H420 RLM 80 Olivgrün
- H421 RLM 81 Braunviolett
- H422 RLM 82 Dunkelgrün
- H423 RLM 83 Dunkelgrün

Each of these colours comes in a 10ml screw-top plastic jar and they retail for £1.00

Also available are the following modelling products.

- SF284 Mr Surfacers 1000 (40ml) £4.00
- SF285 Mr Surfacers 500 (40ml) £4.00
- P118 Mr White Putty (30ml) £2.75
- P119 Mr Dissolved Putty (40ml) £2.75
- M132 Mr Masking Sol Neo (25ml) £2.75
- MS231 Mr Mark Softener (40ml) £3.00
- MS232 Mr Mark Setter (40ml) £3.00
- MS283 Mr Base White (40ml) £3.50
- MP242 Mr Metal Primer (40ml) £2.75
- RP261 Mr Resin Primer (40ml) £3.50

Conclusion

If you have ever used Gunze paints or modelling products you know how good they are. The Mr Putty for instance cleans off with alcohol, so no need for sanding. The quality is there and the prices are good, so if you have

never tried them give MDC a call and place an order, you will probably never go back to your current brand again!

Our thanks to Model Design Construction for the review samples.



Lazertran

Now this may sound like an odd name, but we are all aware of inkjet waterslide decal paper, well this is probably one of the first manufacturers of same. In the UK this product is being stocked by Little-Cars.com and so we thought we would bring it to your attention. The pack offers eight A4-sized (210x297mm) sheets and the neat thing about it is that unlike others, this one makes the ink permanent

after 30 minutes without the need for a sealant coat of varnish. On top of this the sheet is white, which is great if you don't have a printer that prints white (which most usually don't), but it can be



Waterslide Decal Paper for Inkjet Printers

made to go clear. All you do is apply an even coat of oil-based polyurethane varnish over the image, then allow it to dry before soaking it in water - result, clear backing film!

Little-cars.com offer a pack for £12.00, so around £1.25 a sheet

which is not that bad. I have seen the quality of the images that can be printed on this paper and both white and clear backgrounds obtained and it is impressive stuff that we can highly recommend to all.

Our thanks to Little-cars.com for the review sample. Call them on 01234 711980 or email sales@little-cars.com for more information.

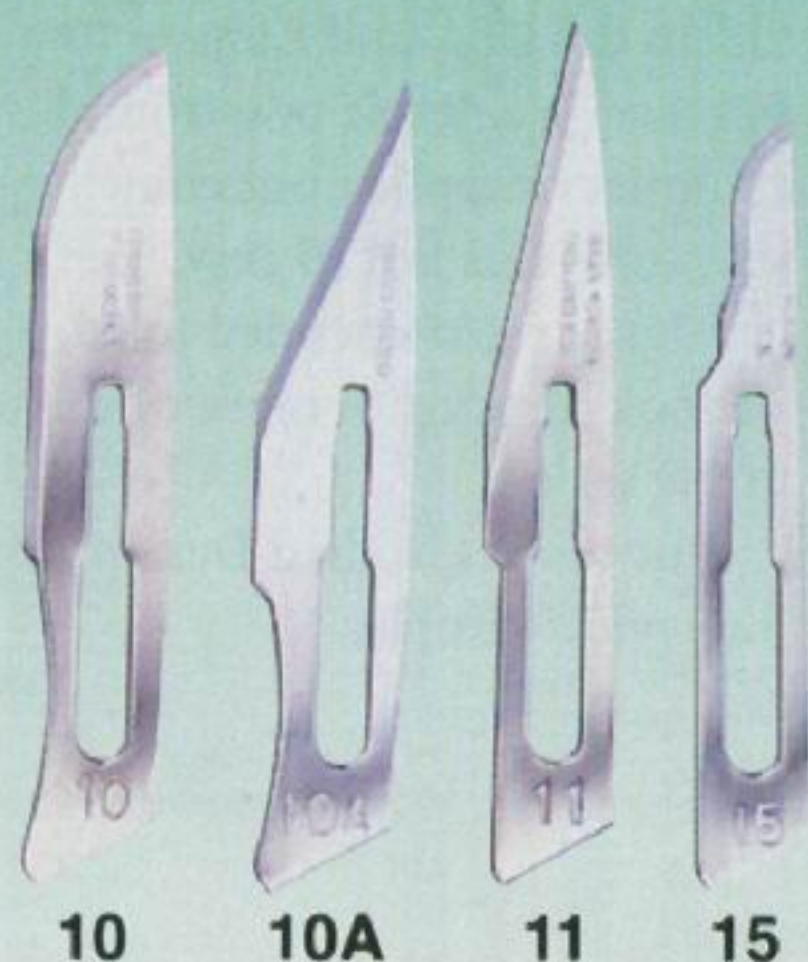
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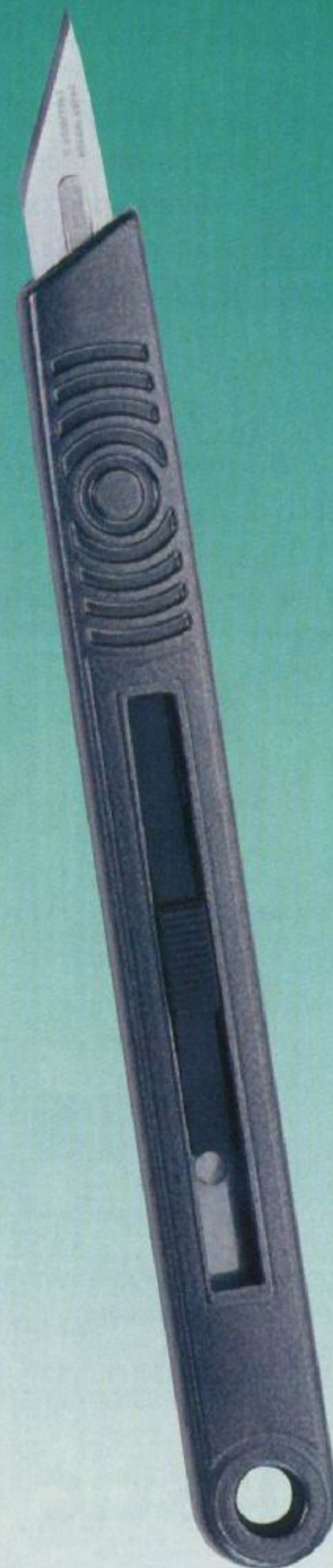
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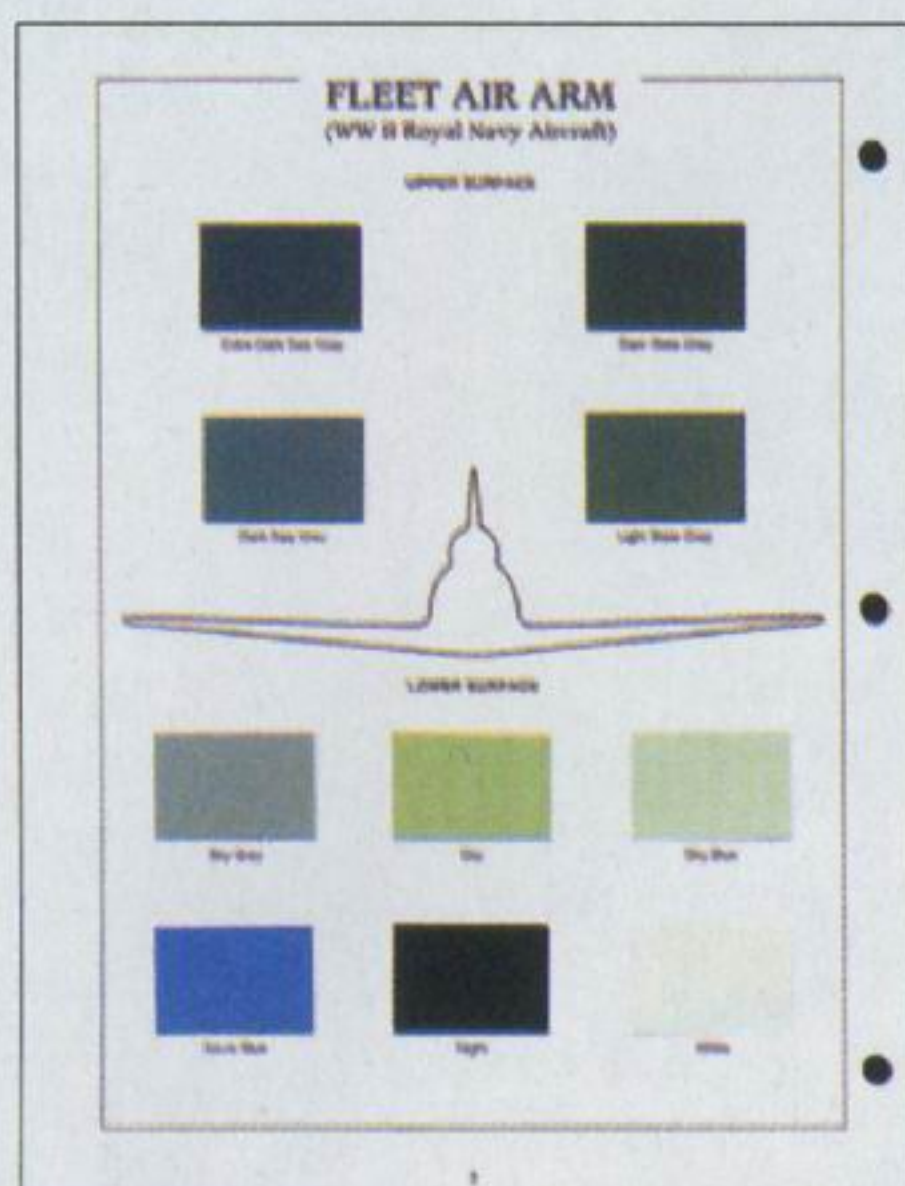


Iliad Design

You may recall that this manufacturer has recently started to produce decals and colour charts, well here are a couple of the most recent of the latter.

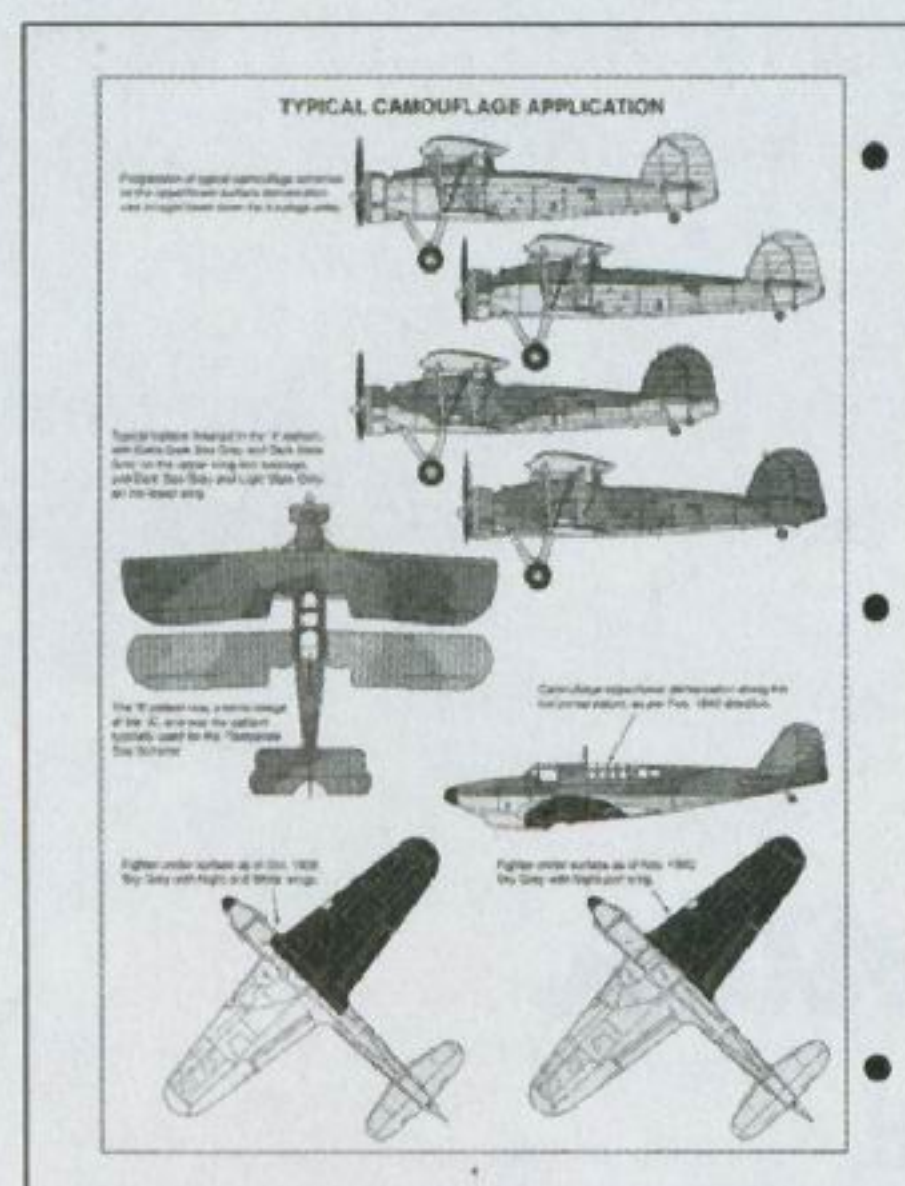
- CC-005 - Fleet Air Arm (WWII Royal Navy Aircraft)
- CC-006 - Polish Air Force (Late 1930s and 1939 Campaign)

Each of these sets comprises an

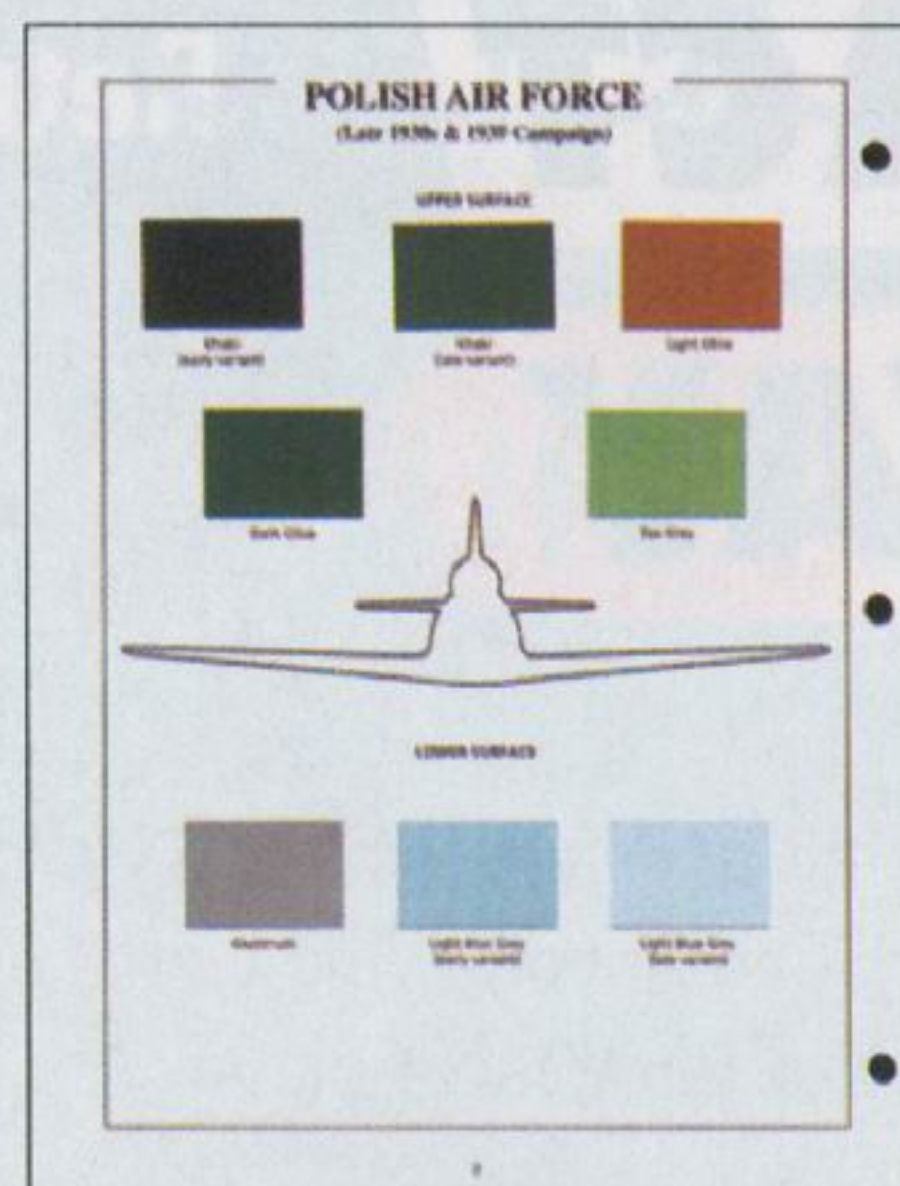


CC-005 Fleet Air Arm (WWII Royal Navy Aircraft) - Iliad Designs

American-A4 sized sheet of card, punched for a three-ring binder. On this is attached a selection of card colour chips. On top of these there is another sheet that has diagrams showing combinations of colours and what areas of an airframe they were applied to, and, on the other side, black and white tonal colour charts for specific aircraft types:



CC-005 Fleet Air Arm (WWII Royal Navy Aircraft) - Iliad Designs

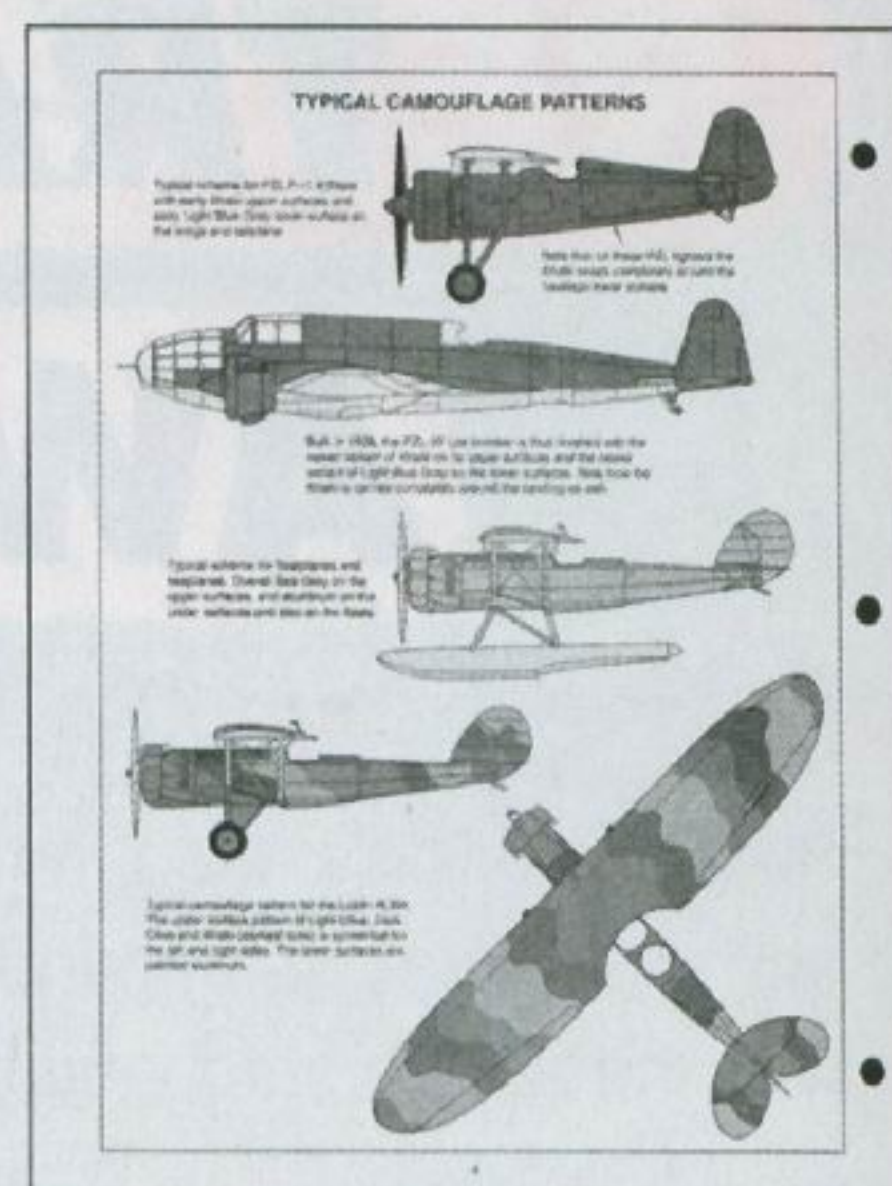


CC-006 Polish Air Force (Late 1930s and 1939 Campaign) - Iliad Designs

Swordfish and Fulmar for FAA & PZL P.11, P.37 and Lublin R.XIII for the Polish AF set.

Conclusion

These are useful sheets that will build up into a very useful camouflage and marking guide over time. I really think Iliad should release a special ring-binder for them though, as it is



CC-006 Polish Air Force (Late 1930s and 1939 Campaign) - Iliad Designs

OK in the USA and Canada to purchase a suitable one from the stationery supplier, but elsewhere in the world it is not so easy.

Highly recommended to all, and we look forward to more of the same in the series.

Our thanks to Iliad Designs for the review samples

Plastic Model Club

This is a new name from Poland and they produce a series of die-cut self-adhesive painting masks. A selection of those already produced have been sent directly to us for review, and they are as follows.

1/48th Scale

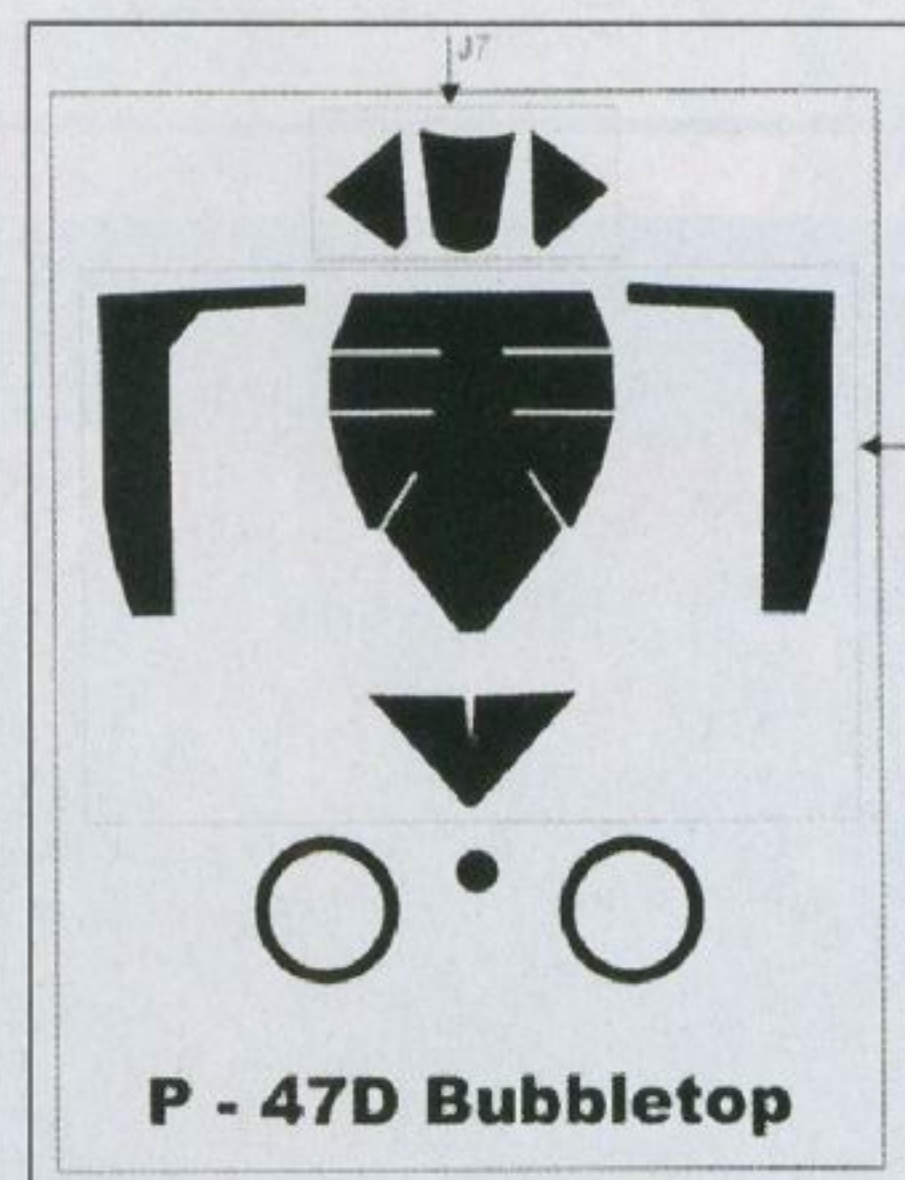
- MM48027 - Republic P-47D Bubbletop (Tamiya)
- MM48028 - Mitsubishi A7M2 Reppu (Fine Molds)
- MM48029 - MiG-3 (ICM)

1/32nd Scale

- MM32001 - Messerschmitt Bf 109G-6 (Hasegawa)
- MM32002 - Messerschmitt Bf 109G-4 (Revell)
- MM32004 - Focke-Wulf Fw 190D-9 (Hasegawa)

Conclusion

Now, as you can see from the accompanying images, these masks are not just for the usual canopy and wheel hubs (although these elements are included - printed on black vinyl so they are easy to apply to clear plastic), they also include all the national and unique markings as well. Note that some of the canopy masks include both exterior AND interior masks, so the whole thing can be sprayed once masked (very good idea). The national and unique markings are a very good idea, because once you have done all the lovely work on painting and weathering your model the fact that you slap 'bright' markings on top often ruins the desired effect. These new masks give all the unique markings offered in each stated kit, although as yet this does not extend to the construction numbers or stencils,

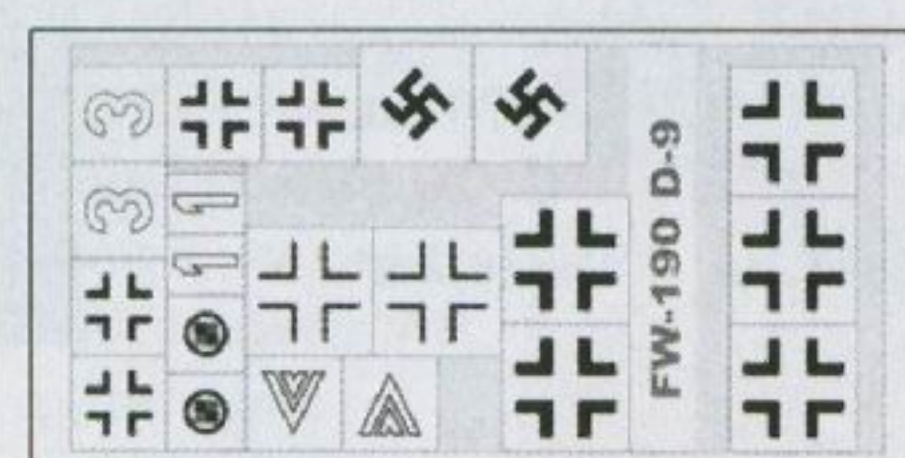


MM48027 Republic P-47D Bubbletop (Tamiya) - Plastic Model Club

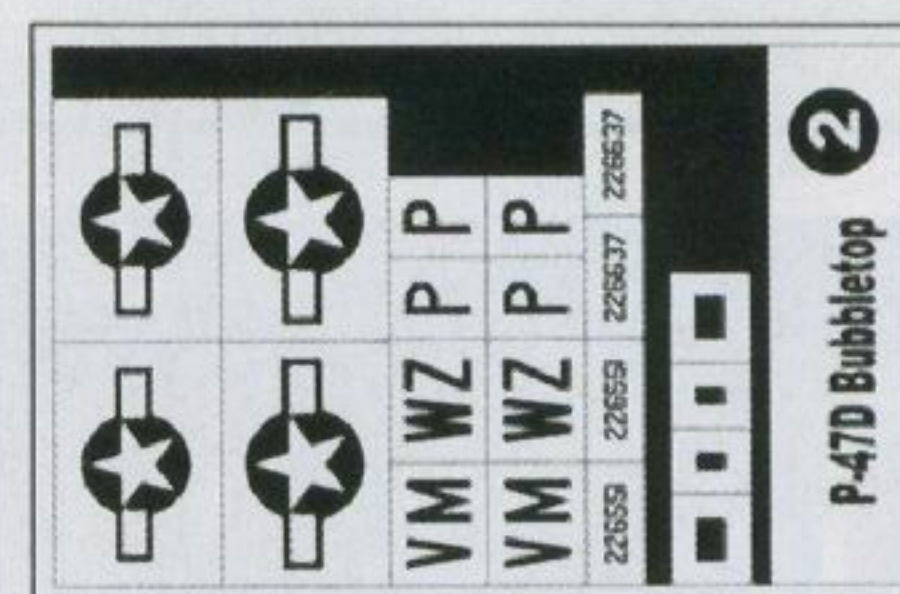
even in 1/32nd scale (wait though, I am sure they will arrive one day).

Hopefully these masks will become available worldwide shortly as they deserve to do well, as they offer so much more than the usual fare we have all become accustomed to with masking sets. Please note that this manufacturer intends to add 1/72nd and 1/24th scale aviation masks to the range in the near future.

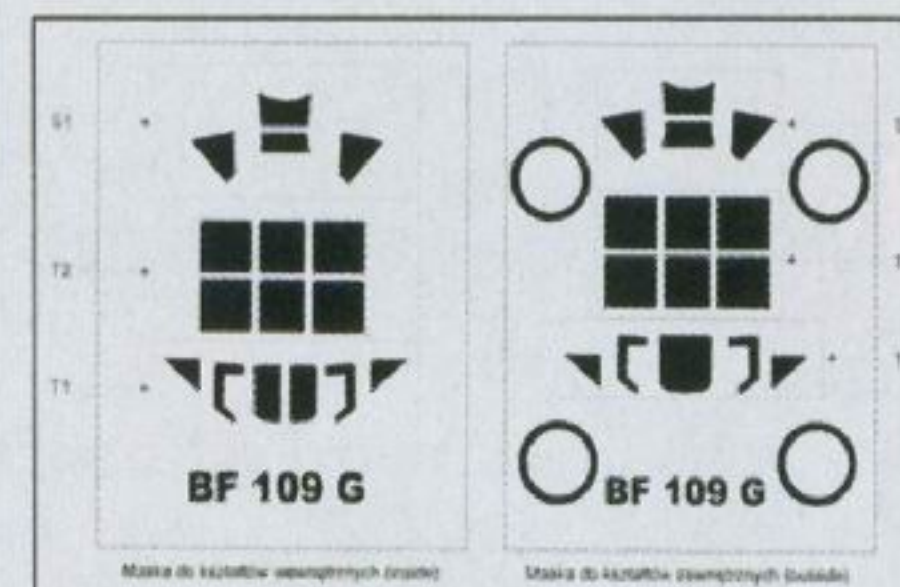
Our thanks to Plastic Model Club for the review samples



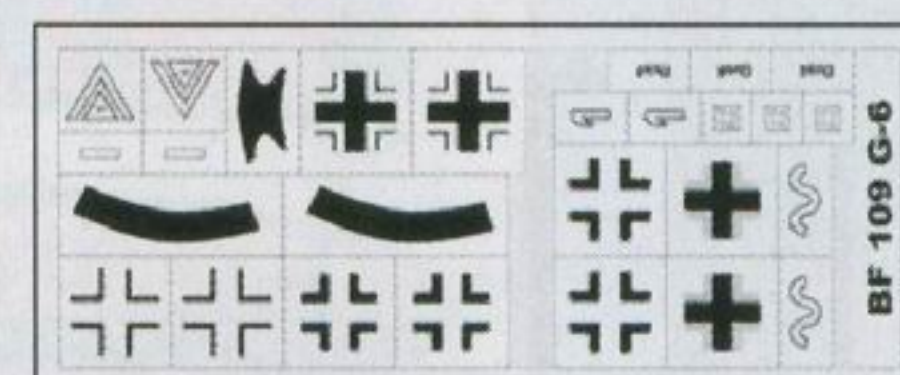
MM32004 Focke-Wulf Fw 190D-9 (Hasegawa) - Plastic Model Club



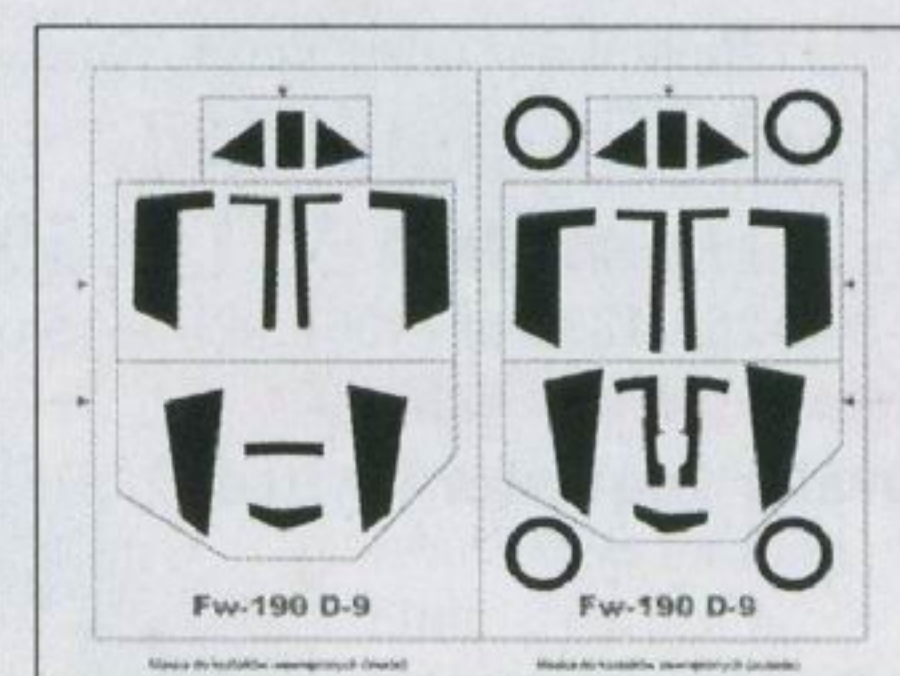
MM48027 Republic P-47D Bubbletop (Tamiya) - Plastic Model Club



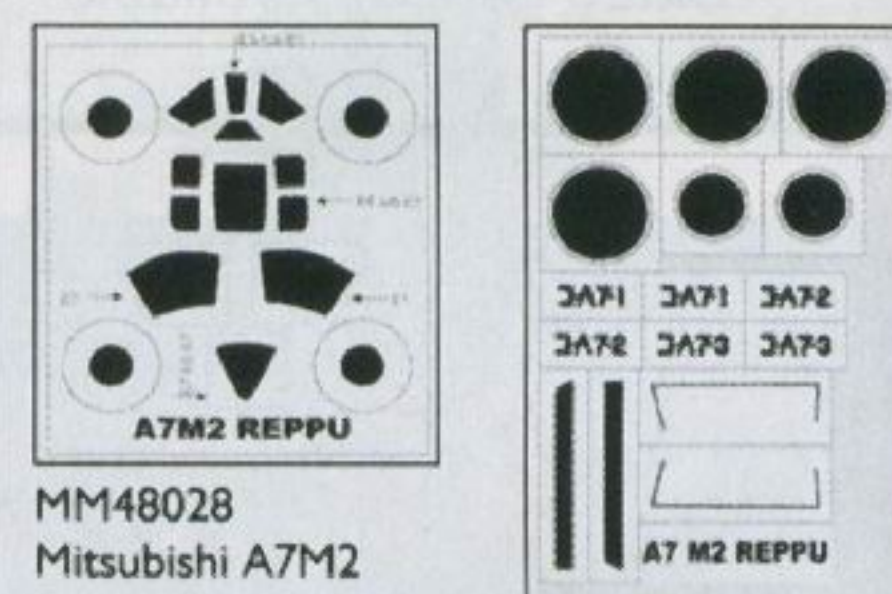
MM32001 Messerschmitt Bf 109G-6 (Hasegawa) - Plastic Model Club



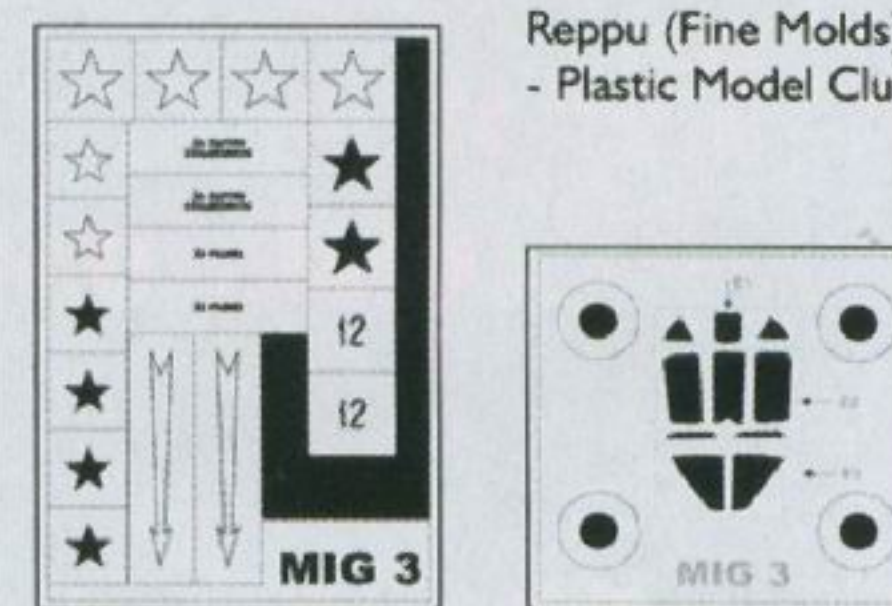
MM32001 Messerschmitt Bf 109G-6 (Hasegawa) - Plastic Model Club



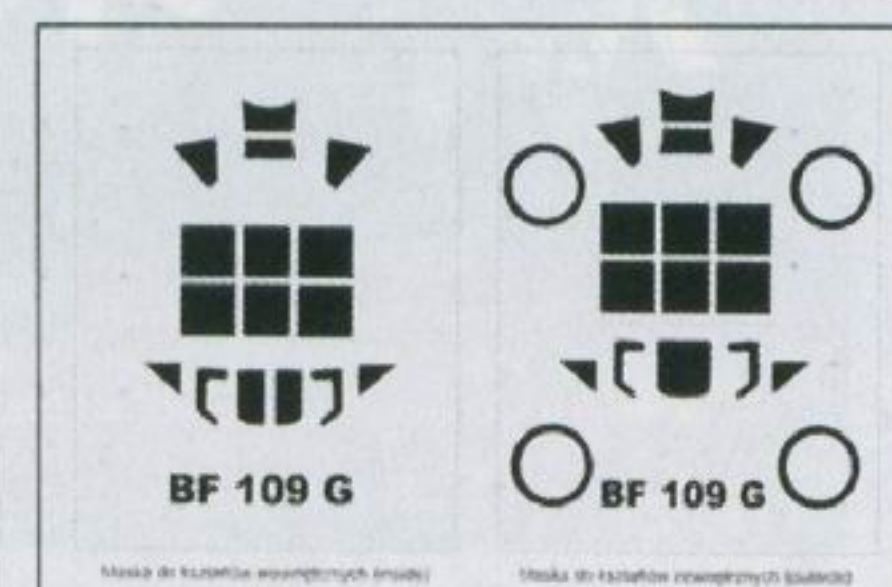
MM32004 Focke-Wulf Fw 190D-9 (Hasegawa) - Plastic Model Club



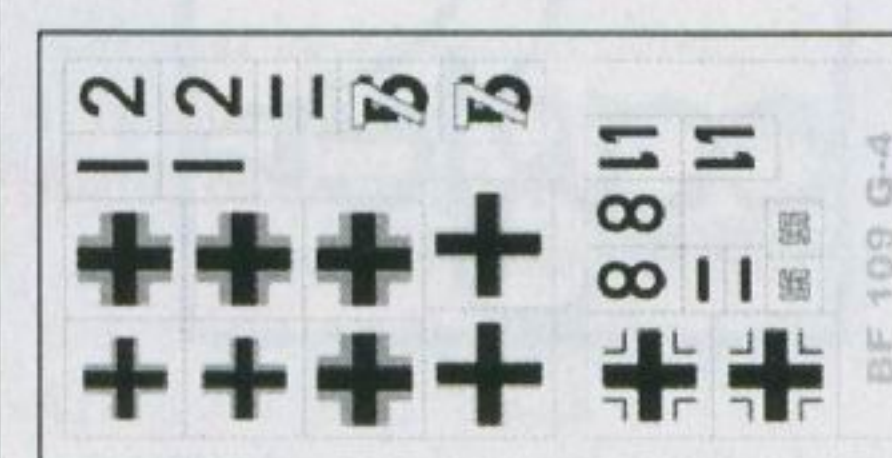
MM48028 Mitsubishi A7M2 Reppu (Fine Molds) - Plastic Model Club



MM48029 MiG-3 (ICM) - Plastic Model Club



MM32002 Messerschmitt Bf 109G-4 (Revell) - Plastic Model Club



MM32002 Messerschmitt Bf 109G-4 (Revell) - Plastic Model Club

accessories

Part

The latest batch of etched detail sets from this manufacturer has been sent directly to us by Jadar-Model for review this month.

1/72nd Scale

Subject: RWD 14b Czapla
Scale: 1/72nd
Product No.: S72-207
Type: Detail Set
Designed for: ZTS Plastyk kit
Price: £TBA
Includes: This two-fret set offers ammunition drums, Very pistol, instrument panels, rudder pedals, sidewall details, floor, rear bulkhead, external access panel and grab handle surrounds, control horns, cowl shutters, ring and bead sight, gun ring, wheel hubs, tailwheel hub and details and various external panels for the fuselage and wings.

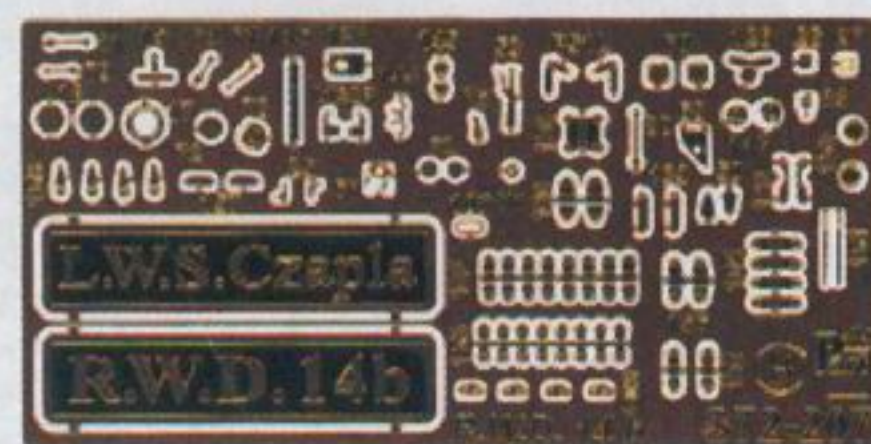
1/48th Scale

Subject: Savoia-Marchetti SM.79 Interior
Scale: 1/48th
Product No.: S48-120
Type: Detail Set
Designed for: Trumpeter kit
Price: £TBA

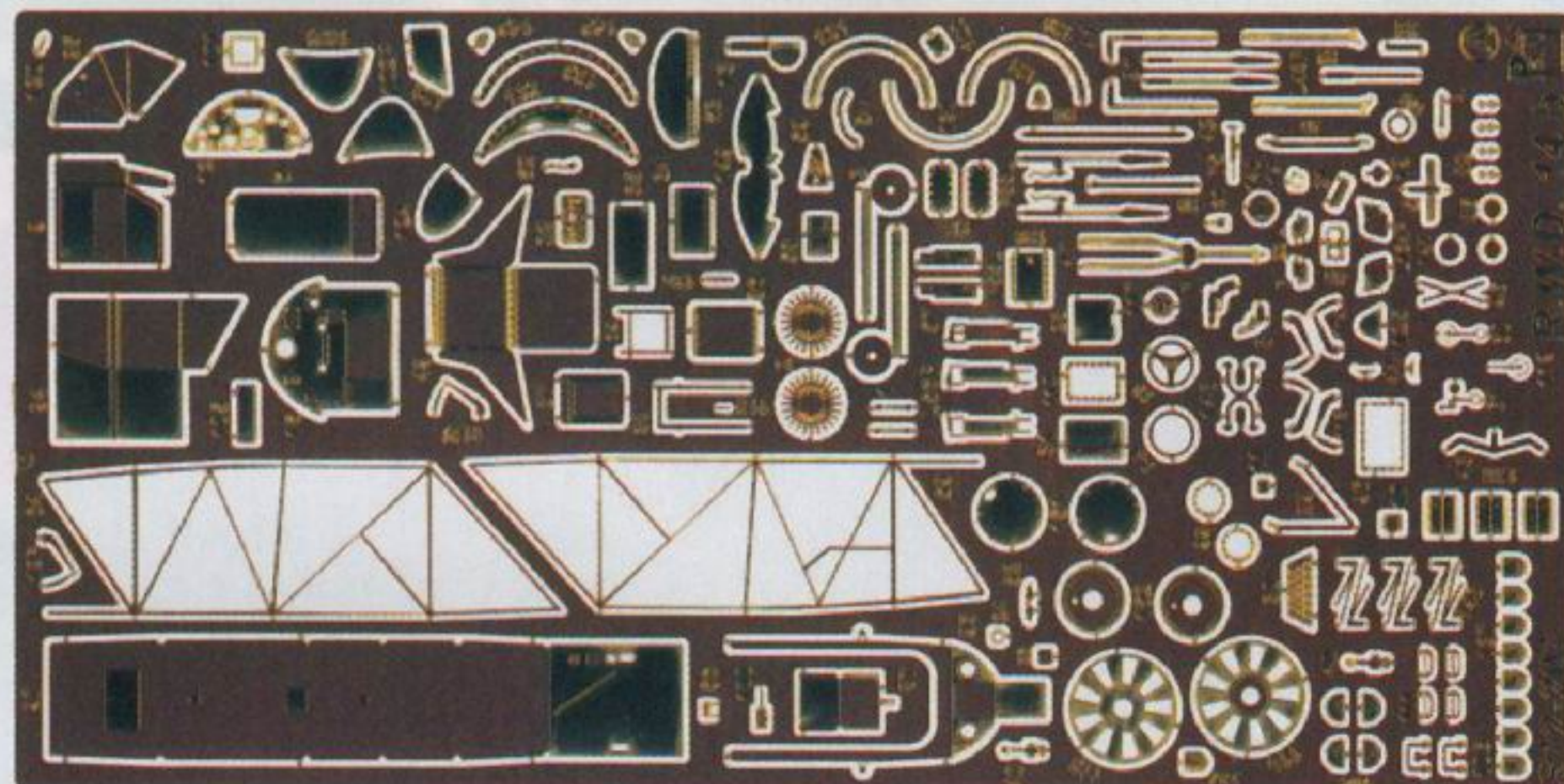
Includes: This two-fret set offers cockpit floor, rudder pedals, instrument panel with acetate backing film, control levers, rear bulkhead, ring and bead sight, various radio equipment and associated racks, ammunition rack, crew access door, bomb selector, all the internal walkways and the ammunition drum for the dorsal gun position.

Subject: Savoia-Marchetti SM.79 Exterior
Scale: 1/48th
Product No.: S48-121
Type: Detail Set
Designed for: Trumpeter kit
Price: £TBA

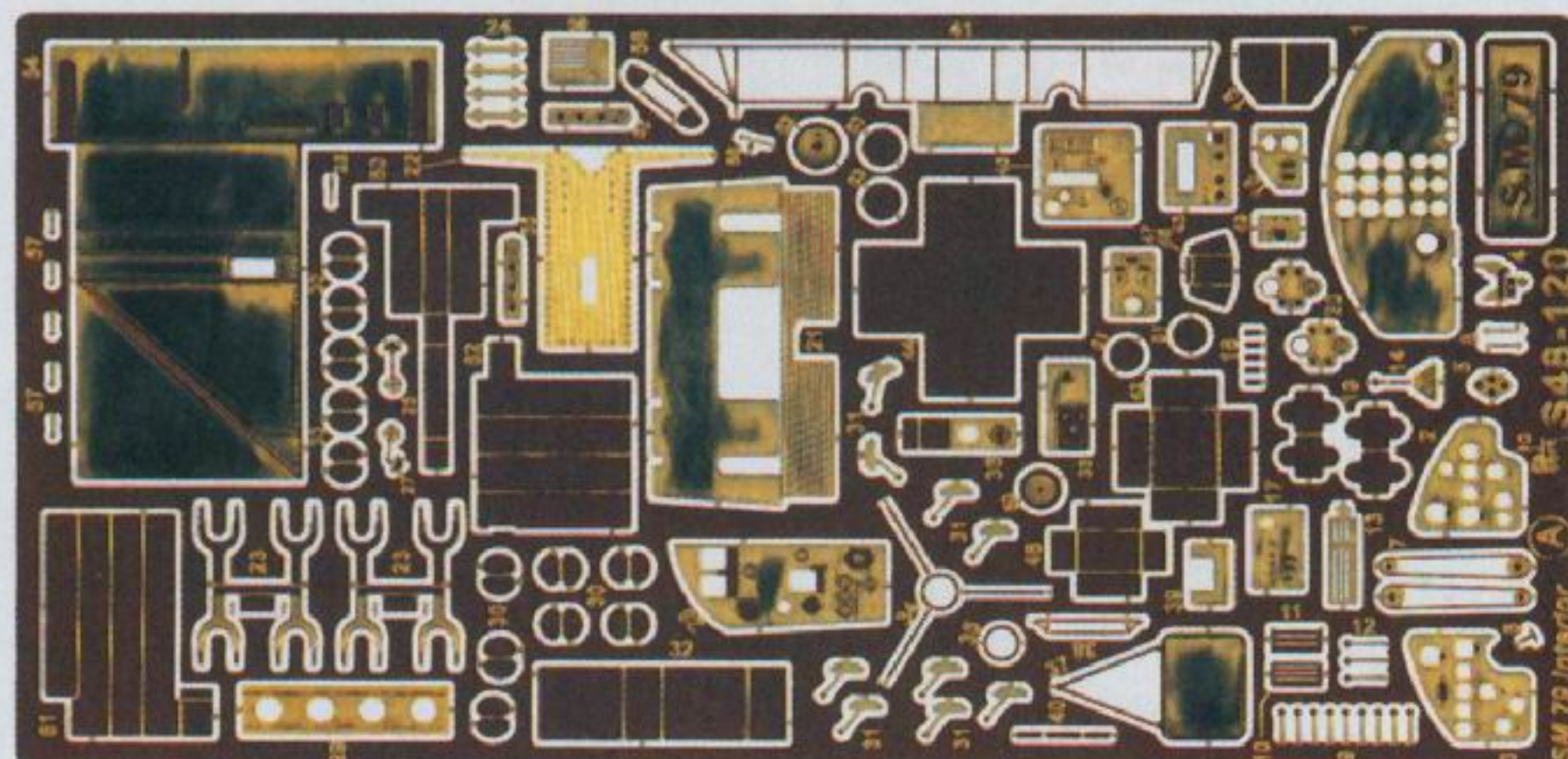
Includes: This is another two-fret set and it offers the interiors for the wheel well doors, DF loop, main wheel hubs, window surrounds with acetate film, undercarriage leg details, tailplane flight wire turnbuckles, all the linkage for the leading edge slats and various



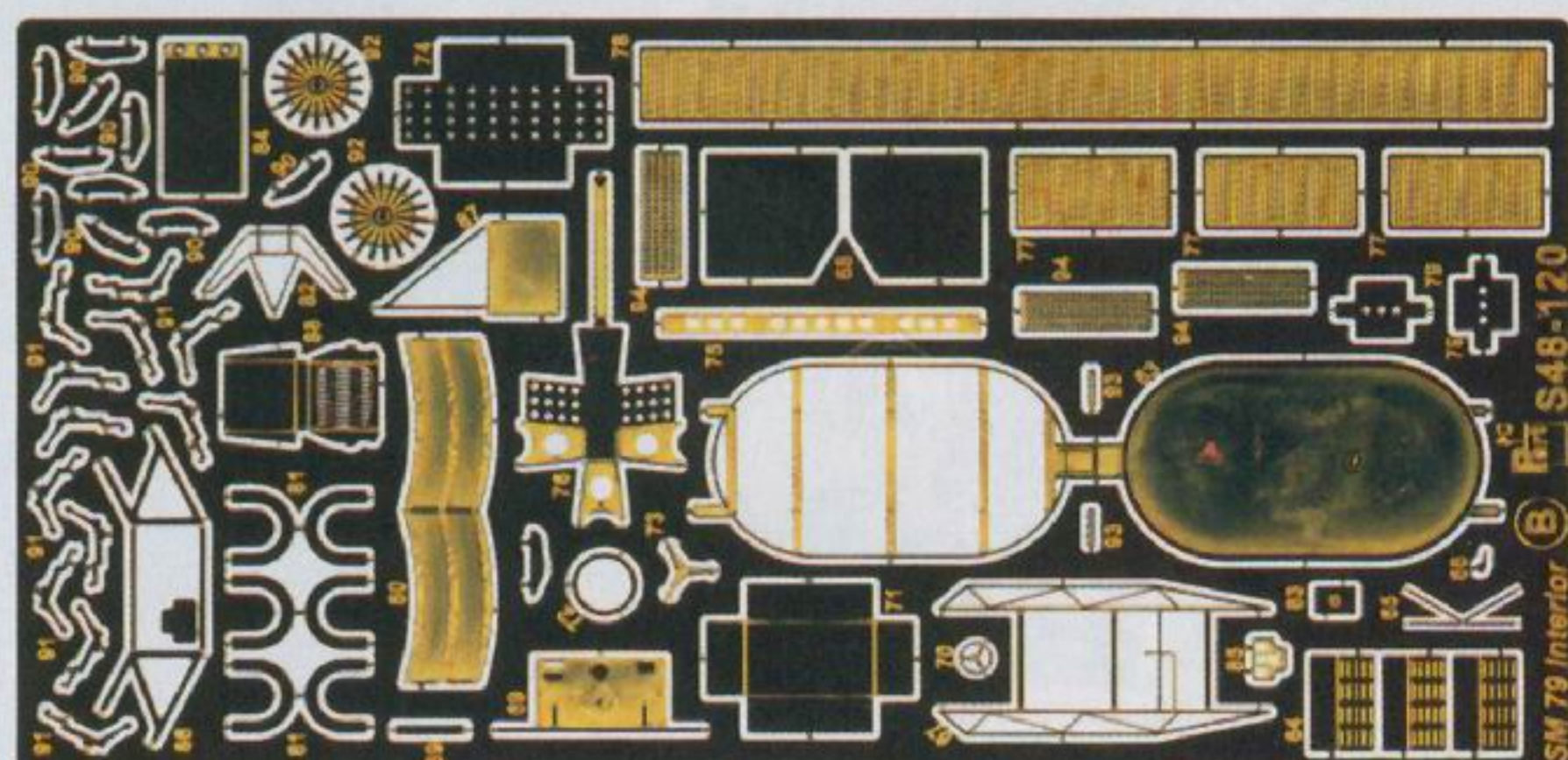
S72-207 RWD 14b Czapla (ZTS Plastyk) - Part



S72-207 RWD 14b Czapla (ZTS Plastyk) - Part



S48-120 Savoia-Marchetti SM.79 Interior (Trumpeter) - Part



S48-120 Savoia-Marchetti SM.79 Interior (Trumpeter) - Part

Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF

details for the torpedo and its shackle.

Subject: Savoia-Marchetti SM.79 Bomb Bay
Scale: 1/48th
Product No.: S48-122
Type: Detail Set
Designed for: Trumpeter kit
Price: £TBA

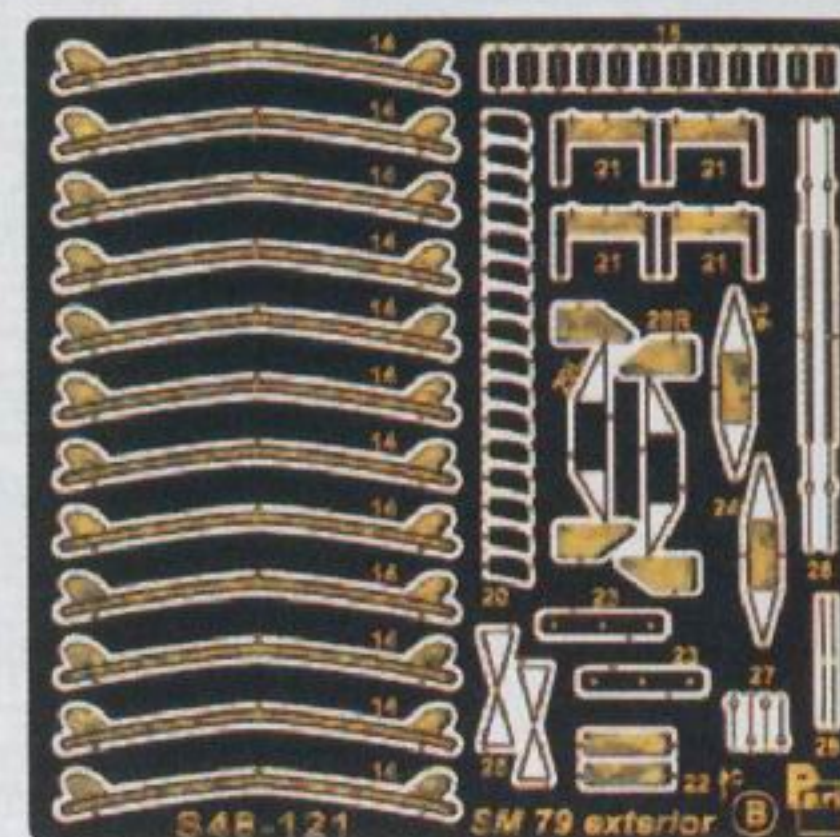
Includes: This final two-fret set for the SM.79 allows you to make up the twelve-cell bomb bay interior, complete with doors. I have to say that I personally would replace the cells themselves with brass or aluminium tubing, as I don't fancy rolling twelve brass panels up to make them!

Conclusion

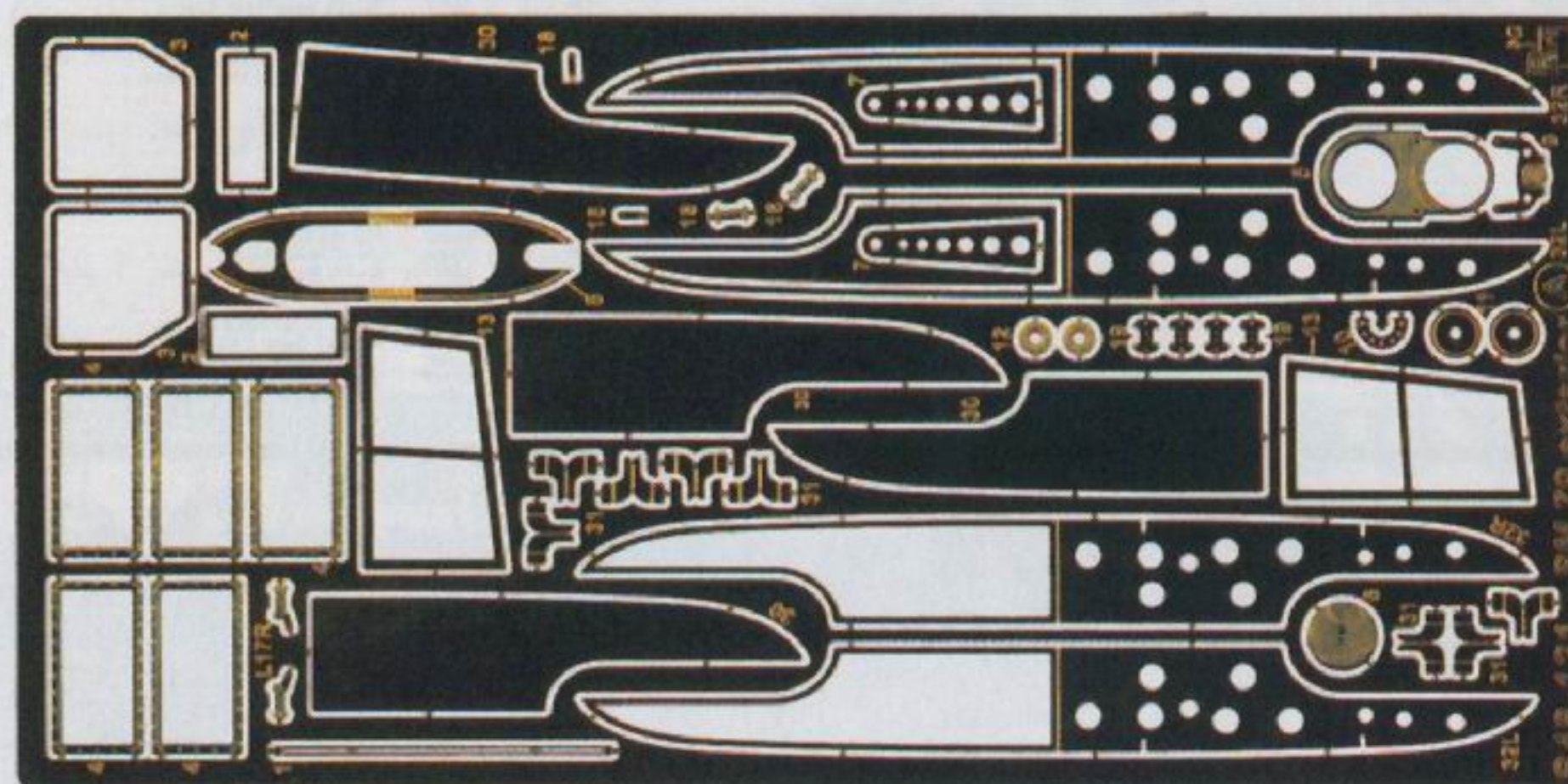
This is another excellent selection of new releases from Part. They certainly produce lovely detail sets that are the equal of any other manufacturers' work and they can all therefore be highly recommended to

all experienced modeller.

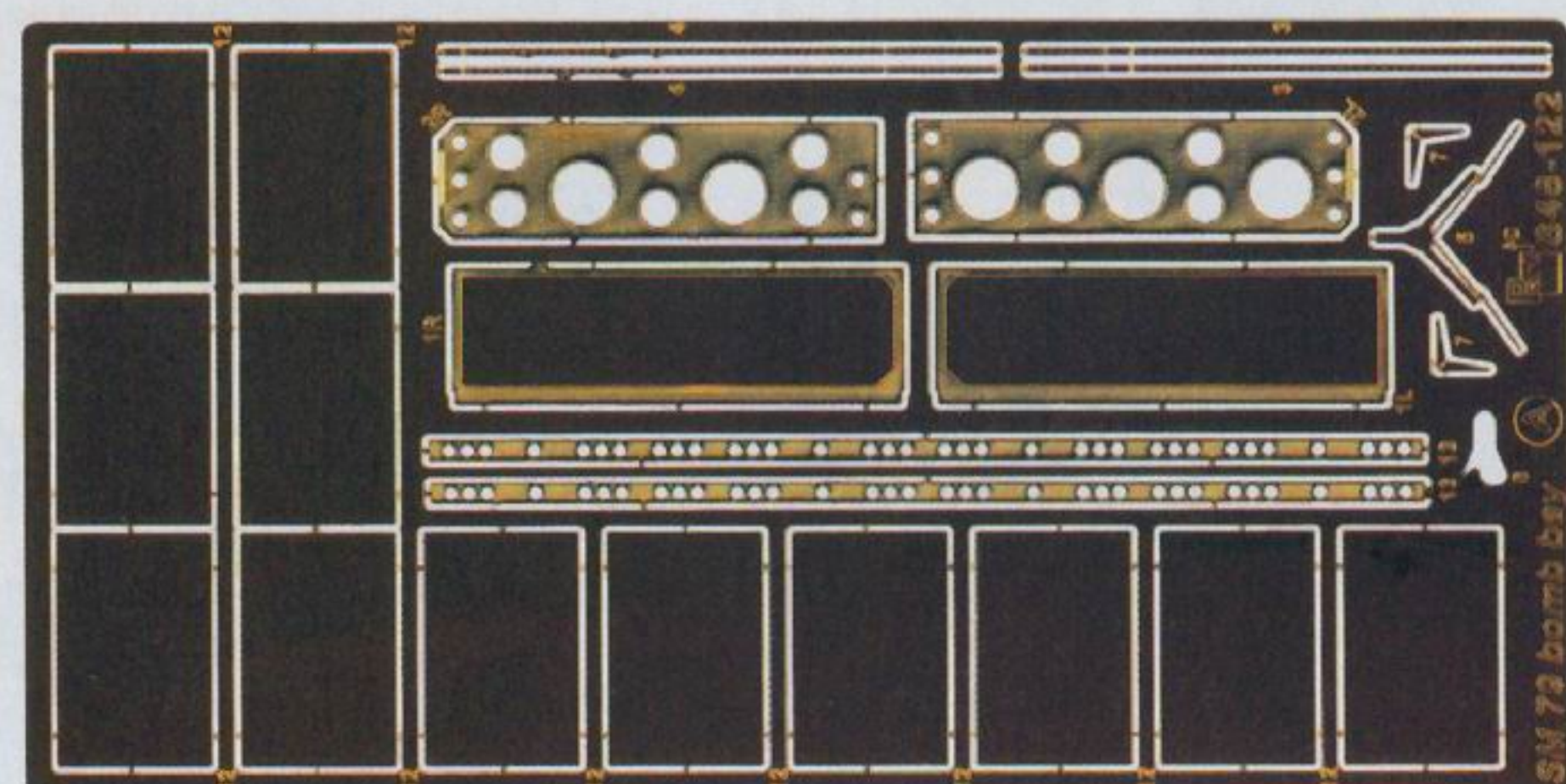
Our thanks to Part (Jadar-Model) for the review samples. UK modellers should contact Aeroclub for price and availability of the featured sets.



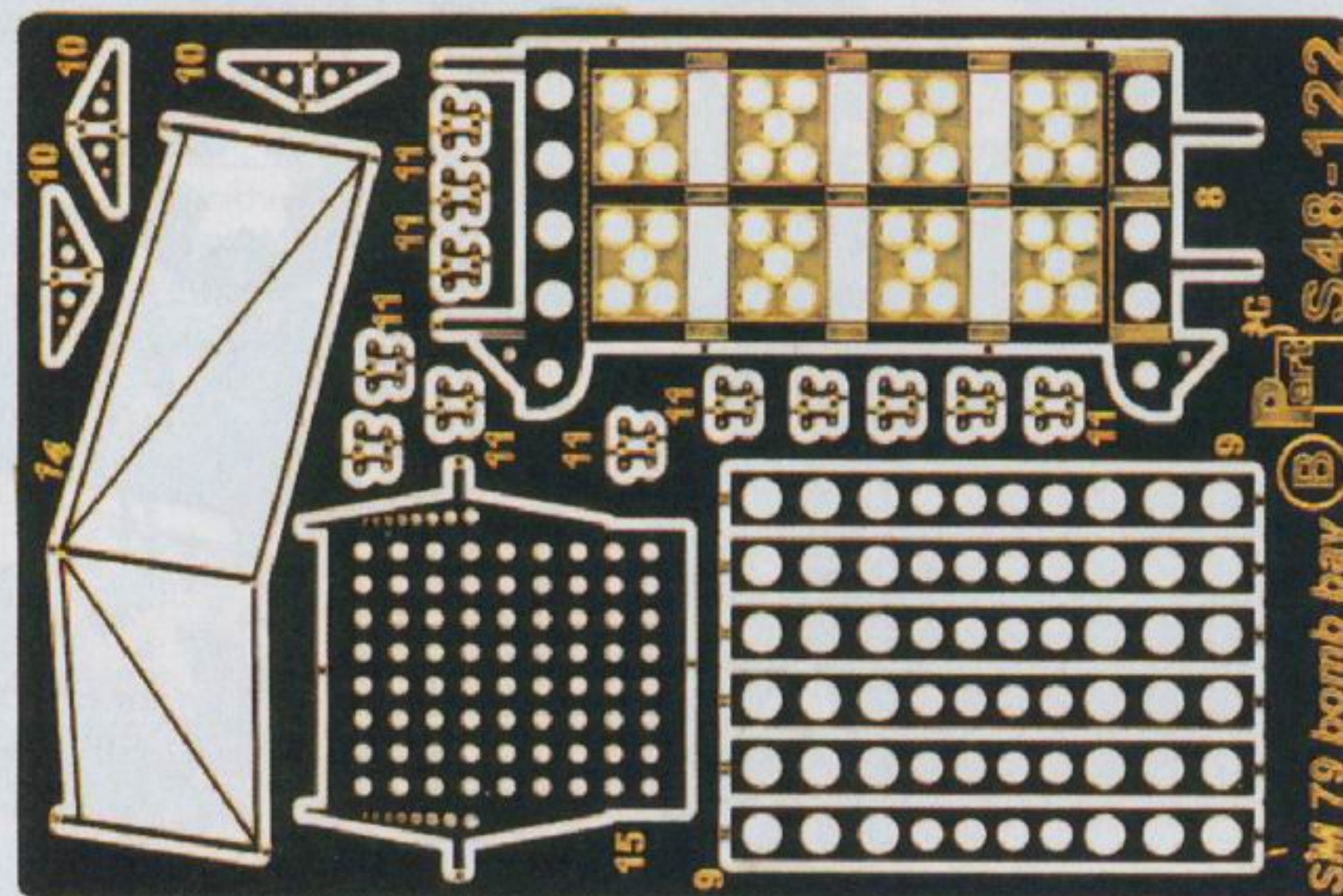
S48-121 Savoia-Marchetti SM.79 Exterior (Trumpeter) - Part



S48-121 Savoia-Marchetti SM.79 Exterior (Trumpeter) - Part



S48-122 Savoia-Marchetti SM.79 Bomb Bay (Trumpeter) - Part



S48-122 Savoia-Marchetti SM.79 Bomb Bay (Trumpeter) - Part



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A Division of Pentagon Group Ltd.



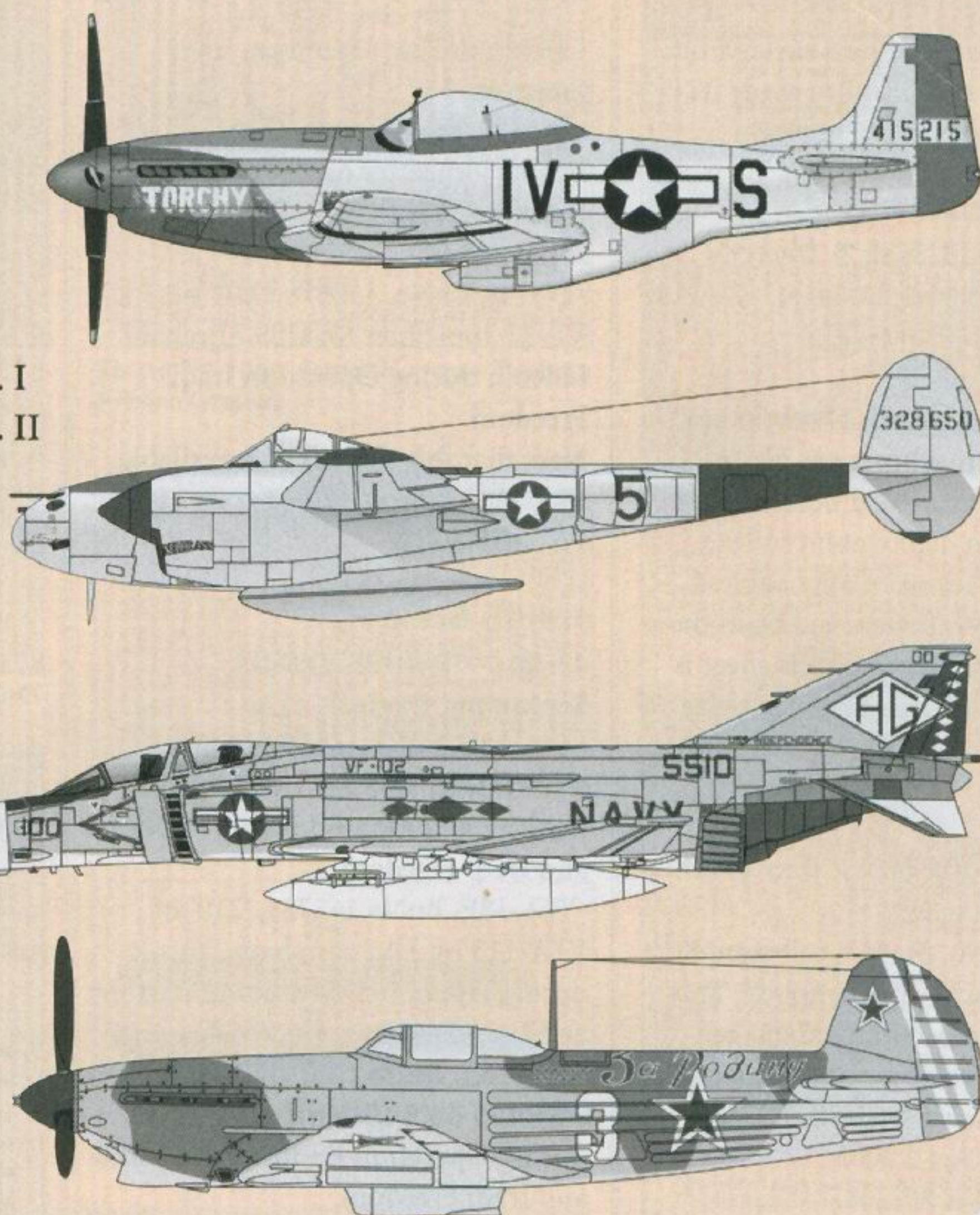
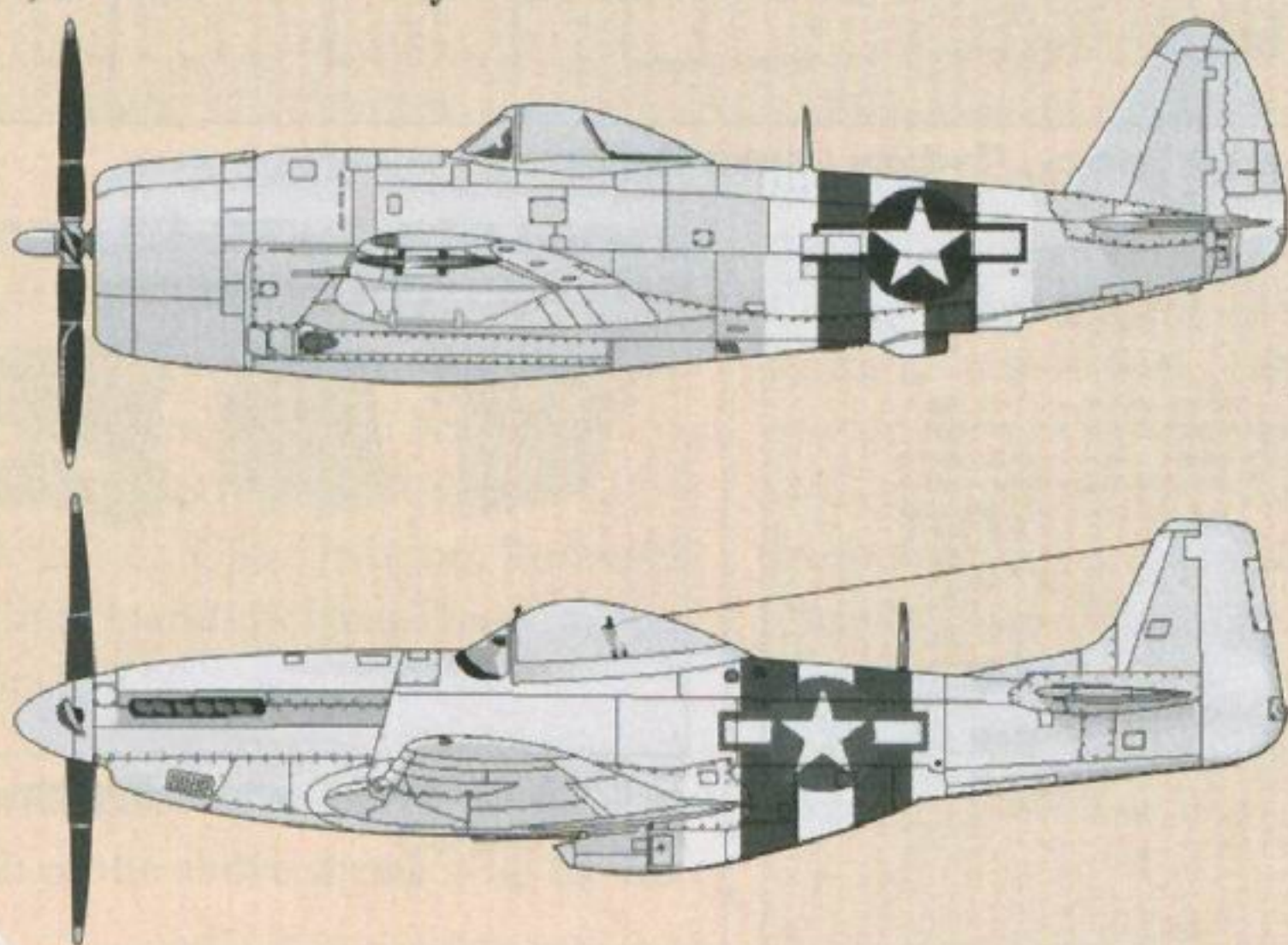
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November Release*



Aeromaster

- 48-631 Fork Tail Devils Pt I (P-38)
- 48-632 Fork Tail Devils Pt II (P-38)
- 48-634 Green Nose Mustangs of East Wretham Pt. I
- 48-635 Green Nose Mustangs of East Wretham Pt. II
- 48-639 Phancy Phantoms Pt.VII
- 48-642 "The Russians are here!" Part II
- 48-646 June 6, 1944 D-Day Bands P-51 B/C Mustangs Pt. I
- 48-647 June 6, 1944 D-Day Bands P-51 B/C Mustangs Pt. II
- 48-650 June 6, 1944 D-Day Bands P-47D Razorback
- 48-651 June 6, 1944 D-Day Bands P-47D Bubble top
- 72-206 Phancy Phantoms Pt.VII



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NEW NEW NEW NEW NEW NEW

There are many modelers in the market place complaining that older, but good 1/32 scale kits have not been well catered to by the after market manufacturers. This group comprises those of us, who 30-40 years ago worked on the, at that time, predominant scale of 1/72, and have being slowly but surely drifting into 1/48 and lately 1/32 scale.

Well, we intend to change that, and today we have two new, fresh and exciting products to stimulate your appetite.

These two new items are manufactured for us by CMK in the Czech Republic, and are the first two subjects of our new line of 1/32 scale accessories. We all know CMK's quality, so we do not need to expand on this issue.

These items include many resin parts, photo etch and acetate (clear film) parts, as well as a beautiful new full color packaging, showing color photos of the assembled and painted product. A real tempting packaging. Easy to follow, assembly and painting instructions are included. These items are marketed under the Grand Phoenix Products label and will be ready for shipping on October 10, 2003.

Now, let me tell you about the subjects and components of these first two sets:

1. GPR32001 1/32 ME262 Cockpit, interior and main wheel well detail set
2. GPR32002 1/32 ME163 complete Cockpit detail set

To complement these two and all future sets, AeroMaster will be issuing several sheets for these particular 1/32 scale subjects.

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Note: All items for this column are to be sent to:
Group Editor (Richard A. Franks), P.O. Box 426, Bedford, MK43 0WF

Twobobs Aviation Graphics

The latest batch of new sheets from the Bobs in the USA has made its way directly to us for review.

1/72nd Scale

72-024 - B-1B Seek & Destroy

- B-1B, S/No.86-138, 'Seek & Destroy'
- B-1B, S/No.86-095, 'Dakota Demolition'
- B-1B, S/No.86-125, 'Swift Justice'

All of these machines are depicted carrying nose art and bomb tallies that relate to deployment in Iraq, albeit that they were only applied once the aircraft returned from the deployment. Note that this sheet is already available in 1/48th scale as 48-058.

Price: \$9.50

72-025 - A-10A Shark Bait (79th FS Tiger Sharks)

- A-10A, S/No. 81-987, call-sign 'KC' flown by Capt Kim Campbell. This aircraft sustained battle damage while supporting ground troops near Baghdad during Operation Iraqi Freedom in April 2003.
- A-10A, S/No. 80-208.
- A-10A, S/No.80-252, flown by Capt 'Tweeder' Twesme

Note that this sheet is already available in 1/48th scale as 48-057.

Price: \$9.50

72-026 - F-14D Felix in the Fight!

- F-14D, BuNo. 164600, '101' of VF-31 Tomcatter on USS Abraham Lincoln during Operation Iraqi Freedom.
- F-14D, BuNo. 163898, '104' of VF-31 Tomcatter on USS Abraham Lincoln during Operation Iraqi Freedom.
- F-14D, BuNo. 163895, '111' of VF-31 Tomcatter on USS Abraham Lincoln during Operation Iraqi Freedom.

Lincoln during Operation Iraqi Freedom.

- F-14D, BuNo. 163413, '107' of VF-31 Tomcatter on USS Abraham Lincoln during Operation Iraqi Freedom.
- F-14D, BuNo. 159618, '110' of VF-31 Tomcatter on USS Abraham Lincoln during Operation Iraqi Freedom.

Note that this sheet is also available in 1/48th scale as 48-055.

Price: \$9.50

1/48th Scale

48-060 - F/A-18E VFA-115 Screaming Eagles!

Screaming Eagles!

- F/A-18E, BuNo.165784, '203' of VFA-115 on USS Abraham Lincoln during Operation Enduring Freedom and Iraqi Freedom.
- F/A-18E, BuNo.165789, '210' of VFA-115 on USS Abraham Lincoln during Operation Enduring Freedom and Iraqi Freedom.
- F/A-18E, BuNo.165791, '212' of VFA-115 on USS Abraham Lincoln during Operation Enduring Freedom and Iraqi Freedom.

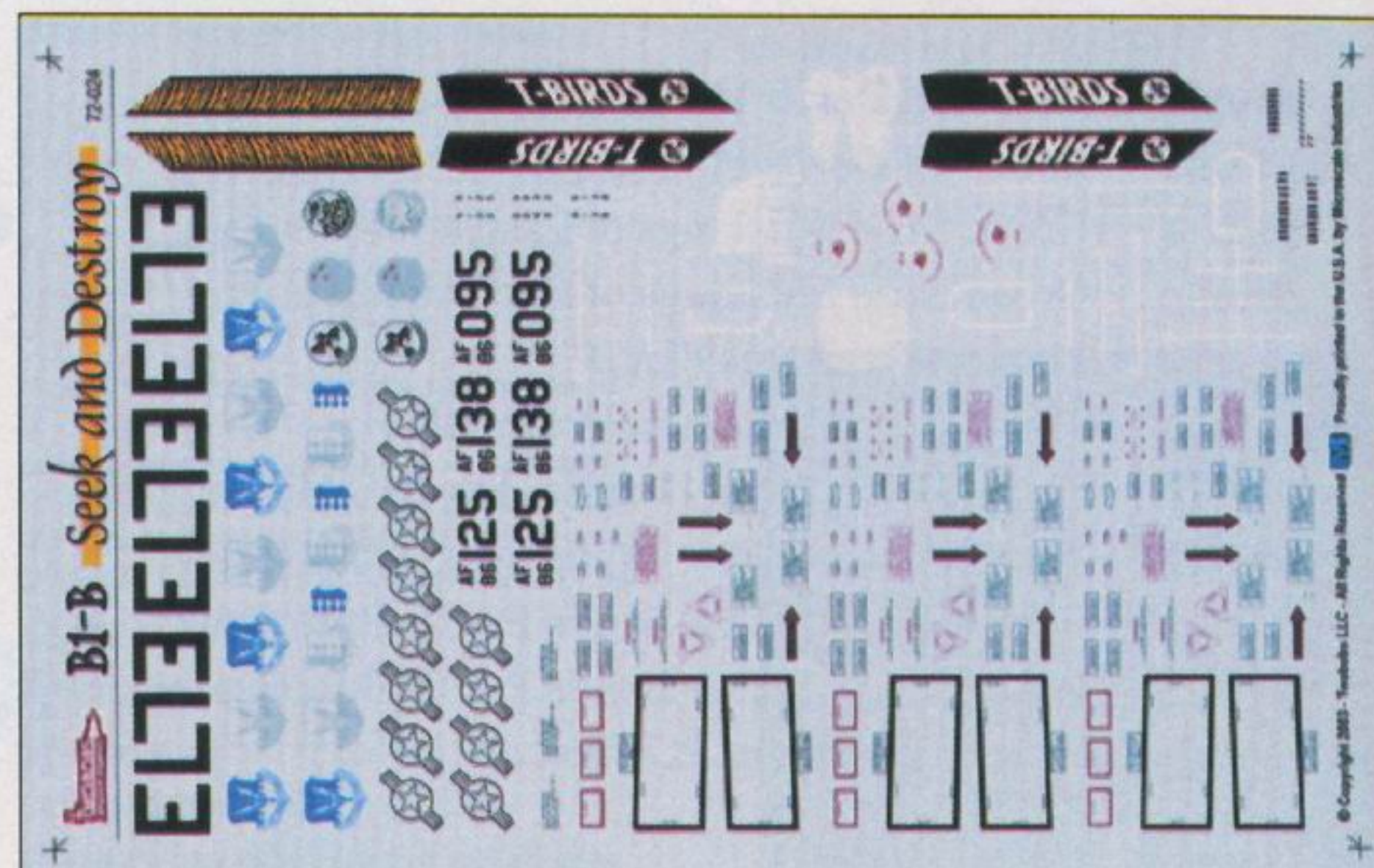
All of these machines carry noseart in memory of the New York Fire Company Engine 54, Ladder 4 who died during the September 11th attack.

Price: \$9.50

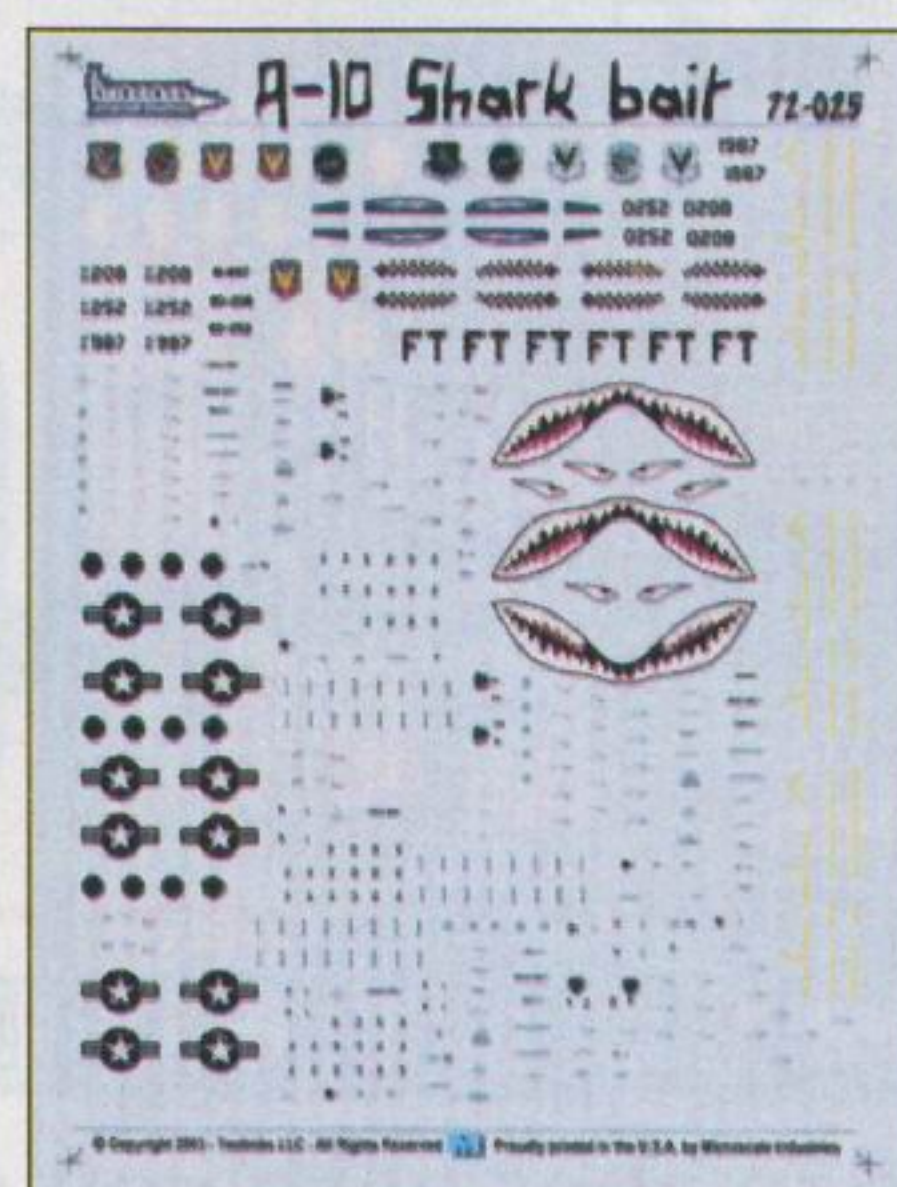
48-061 - F-16 Operation Iraqi Freedom Vipers

- F-16C Block 50, s/No. 91-348, 77th Fighter Squadron.
- 2. F-16C Block 30, S/No. 87-336, 'Little Miss'.
- 3. F-16C Block 30, S/No.87-284 of the Colorado ANG.

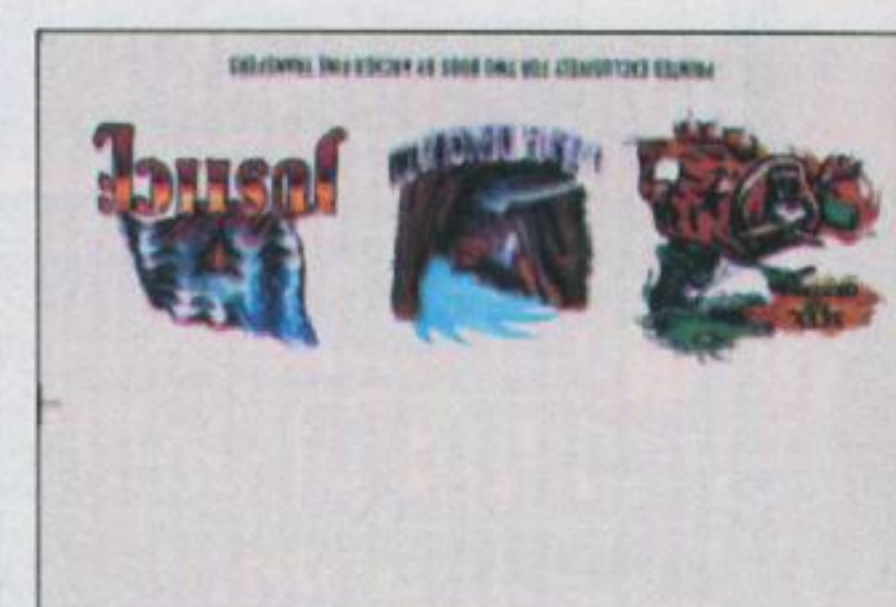
Price: \$9.50



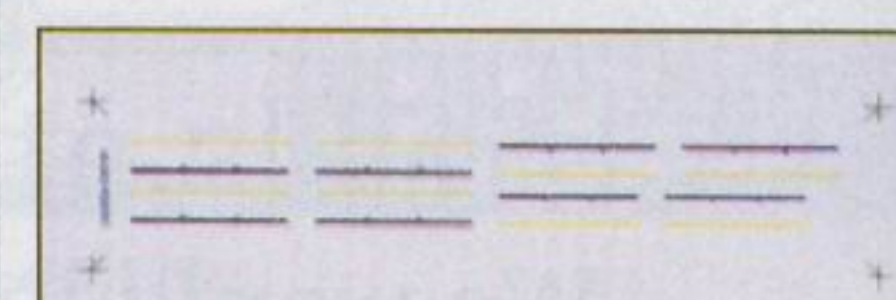
72-024 B-1B Seek & Destroy - Twobobs Aviation Graphics



72-025 A-10A Shark Bait (79th FS Tiger Sharks) - Twobobs Aviation Graphics



72-024 B-1B Seek & Destroy - Twobobs Aviation Graphics



48-060 F/A-18E VFA-115 Screaming Eagles! - Twobobs Aviation Graphics

48-062 - F/A-18A+ Patriot Hornets

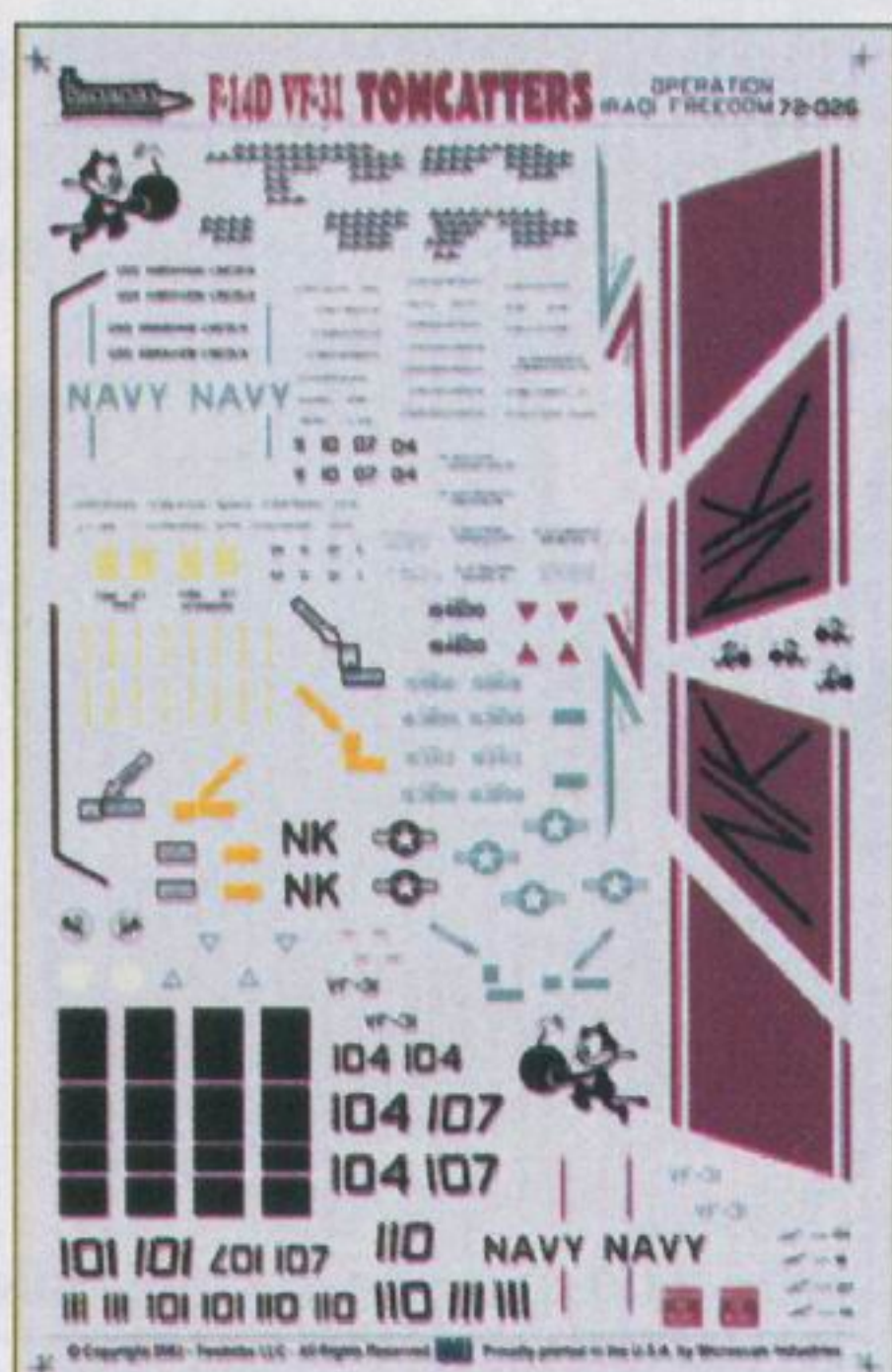
- F/A-18A+, BuNo.163133, '200' of VMFA-115 on USS Harry S. Truman during Operation Iraqi Freedom.
- F/A-18A+, BuNo.162904, '200' of VFA-201 on USS Theodore Roosevelt during Operation Iraqi Freedom.

Price: \$9.50

1/32nd Scale

32-015 - F-105D Wrap Around Thuds

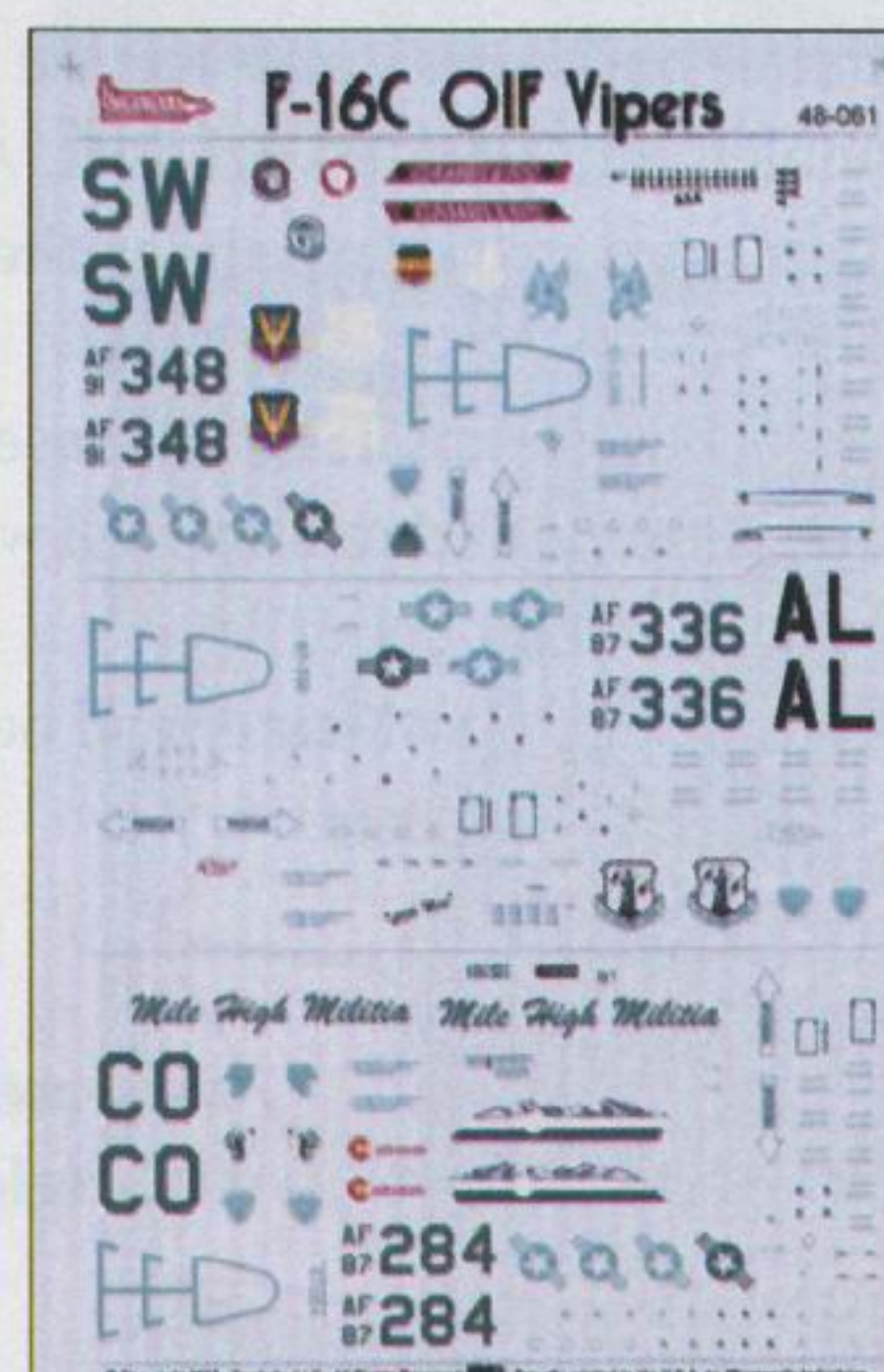
- 1. F-105D, 'Mykarma', S/No. 62-301 of the 466th TFS, Hill AFB, Utah, September 1983.
- 2. F-105D, 'Desert Fox', S/No. 62-299 of the 466th TFS, Hill AFB, Utah, April 1983.
- 3. F-105D, 'Star Dust 6', S/No.



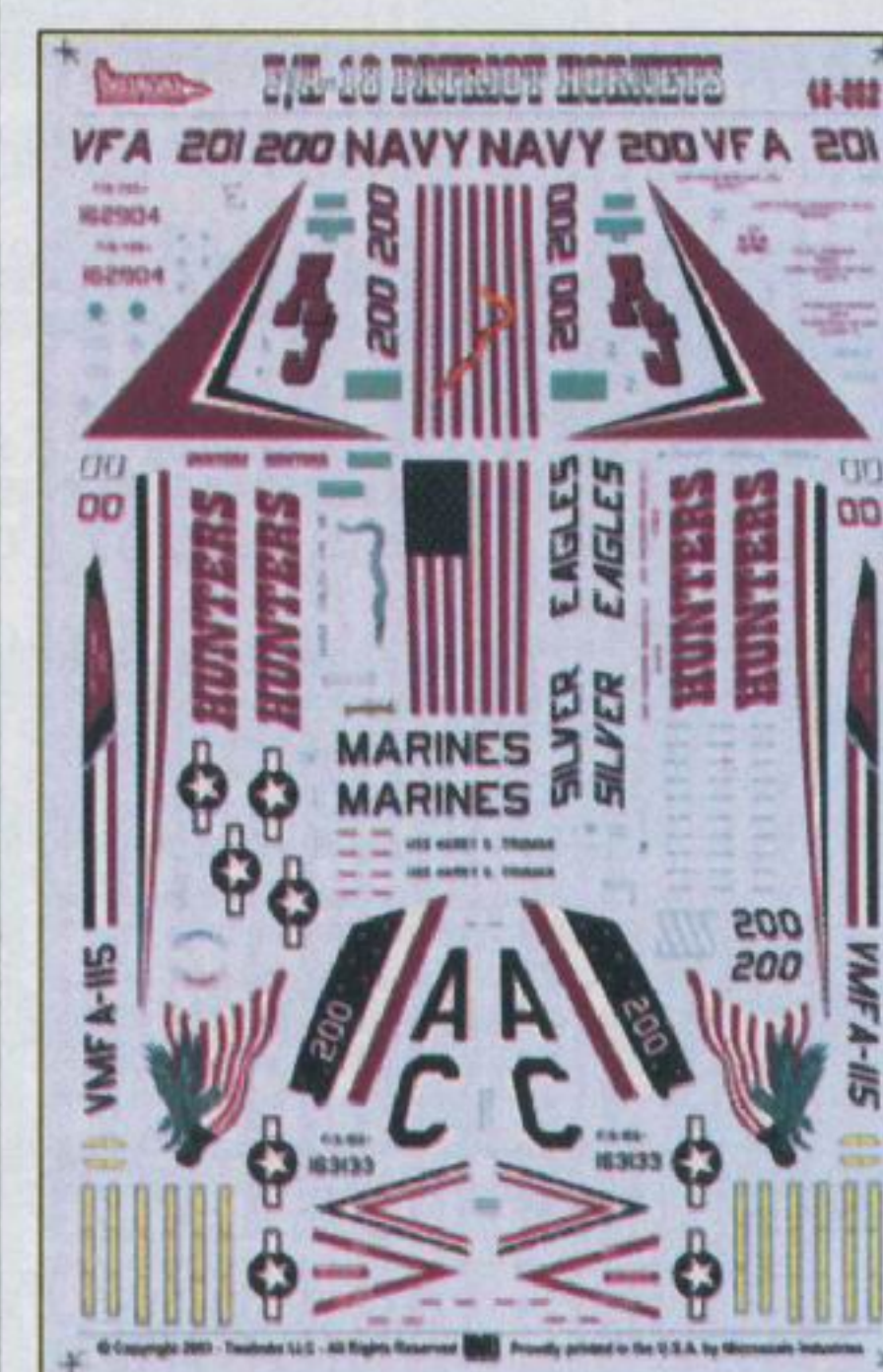
72-026 F-14D Felix in the Fight! - Twobobs Aviation Graphics



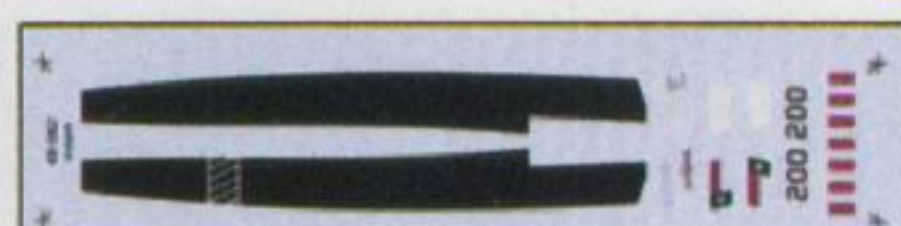
48-060 F/A-18E VFA-115 Screaming Eagles! - Twobobs Aviation Graphics



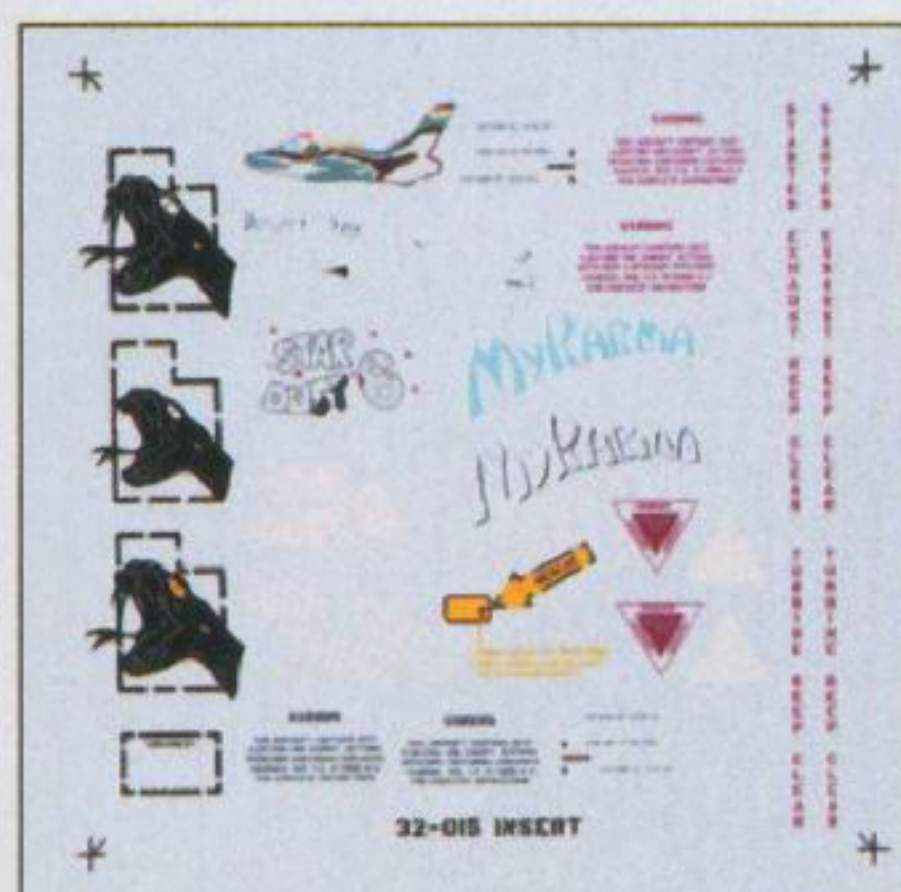
48-061 F-16 Operation Iraqi Freedom Vipers - Twobobs Aviation Graphics



48-062 F/A-18A+ Patriot Hornets - Twobobs Aviation Graphics



48-062 F/A-18A+ Patriot Hornets - Twobobs Aviation Graphics



32-015 F-105D Wrap Around Thuds - Twobobs Aviation Graphics

62-347 of the 466th TFS, Hill AFB, Utah, June 1983.

Note that this sheet is also available in 1/48th scale as 48-049.

Price: \$13.00

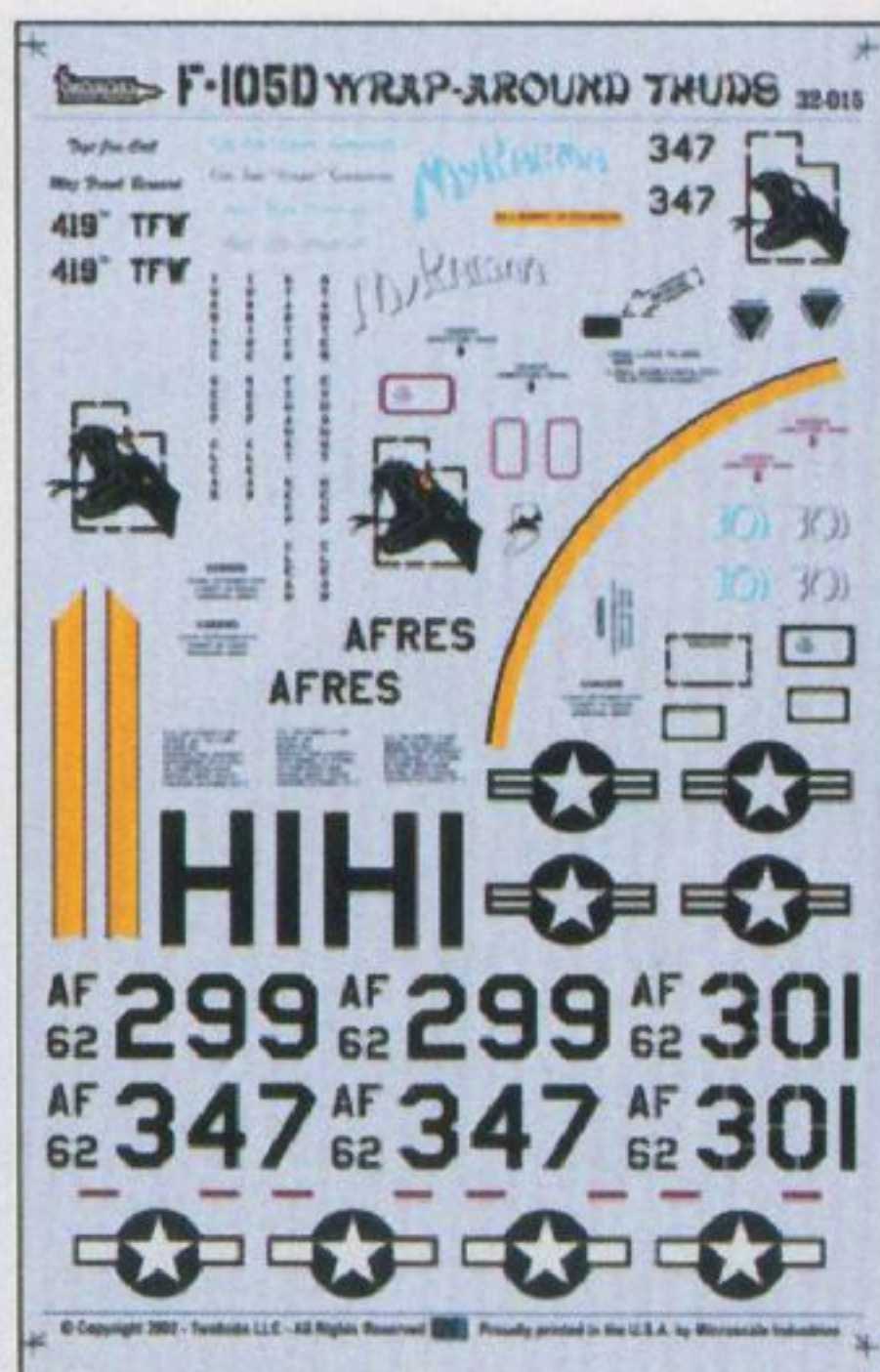
32-016 - F/A-18A+ Patriot Hornets

• F/A-18A+, BuNo.163133, '200' of VMFA-115 on USS Harry S. Truman during Operation Iraqi Freedom.
• F/A-18A+, BuNo.162904, '200' of VFA-201 on USS Theodore Roosevelt during Operation Iraqi Freedom.

Price: \$13.00

Conclusion

Each of the above sheets is up to the

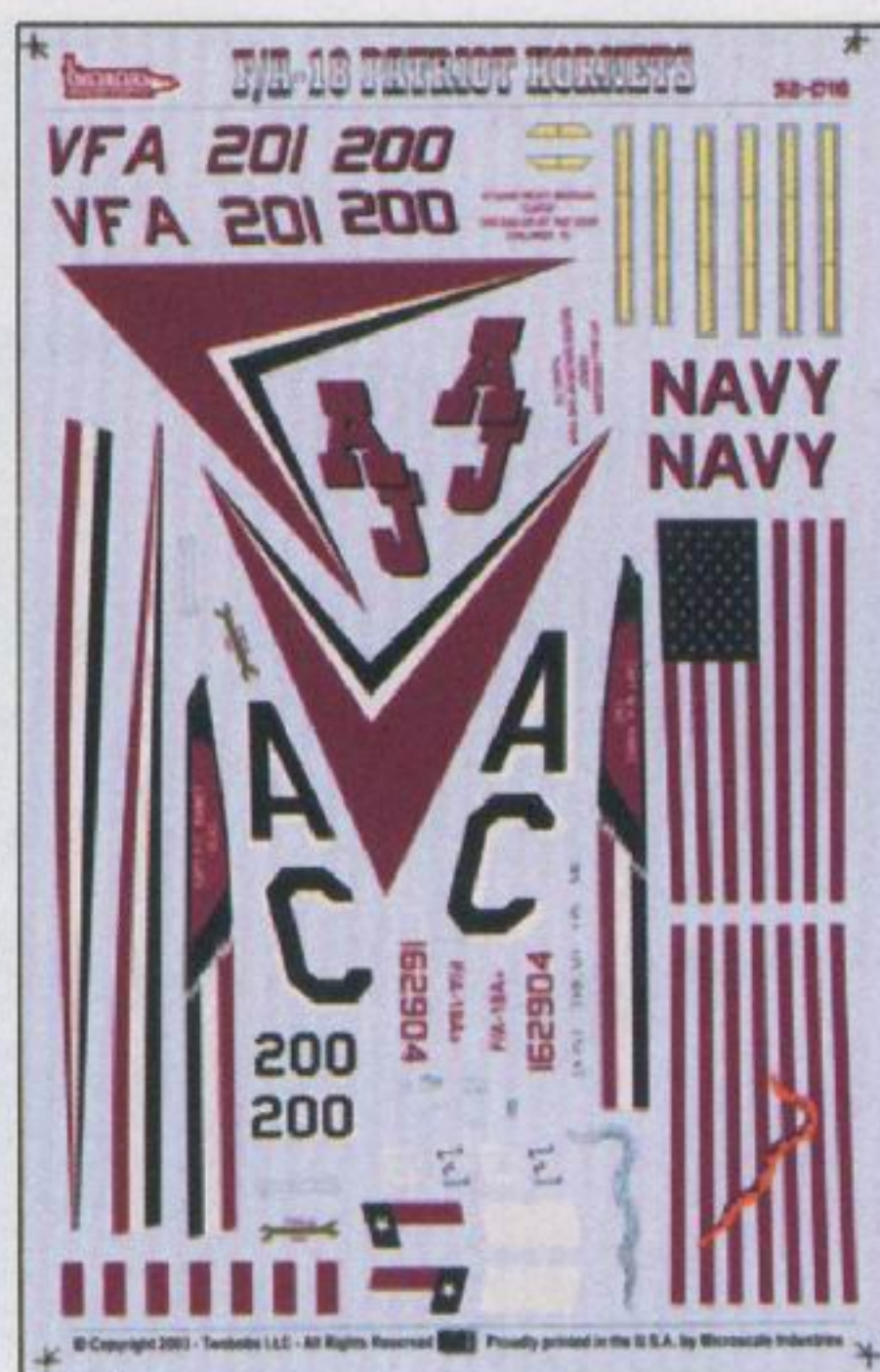


32-015 F-105D Wrap Around Thuds - Twobobs Aviation Graphics

superb standards we expect from Twobobs, with the nose art on the B-1B being produced for them as rub-down transfers by Archer.

Please note that for customers in the USA, Twobobs products will now only be available directly from them (visit www.twobobs.net for more information). Non-US customers are unaffected by this, with the range still being available from specific outlets. UK modellers can obtain the Twobobs range from Hannants.

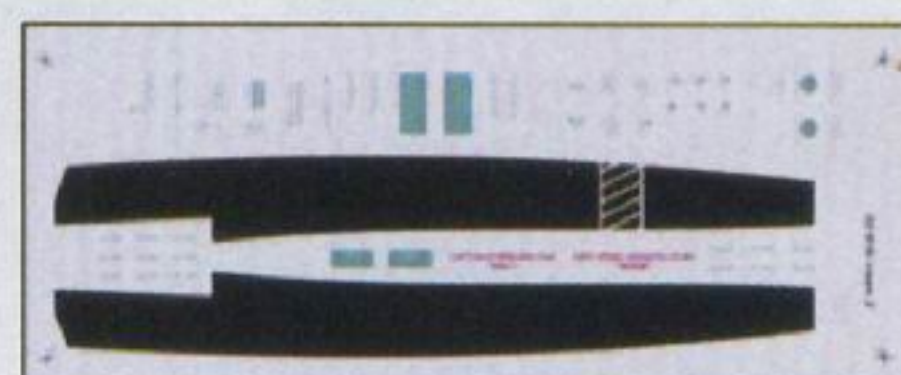
Our thanks to Twobobs Aviation Graphics for the review samples.



32-016 F/A-18A+ Patriot Hornets - Twobobs Aviation Graphics



32-016 F/A-18A+ Patriot Hornets - Twobobs Aviation Graphics



32-016 F/A-18A+ Patriot Hornets - Twobobs Aviation Graphics

Model Friends Modelling Products

This is a new name from Italy and samples of their first two releases have been sent directly to us for review this month.

1/72nd Scale

MF-DC-7201 - McDD AV-8B Plus Italian Navy

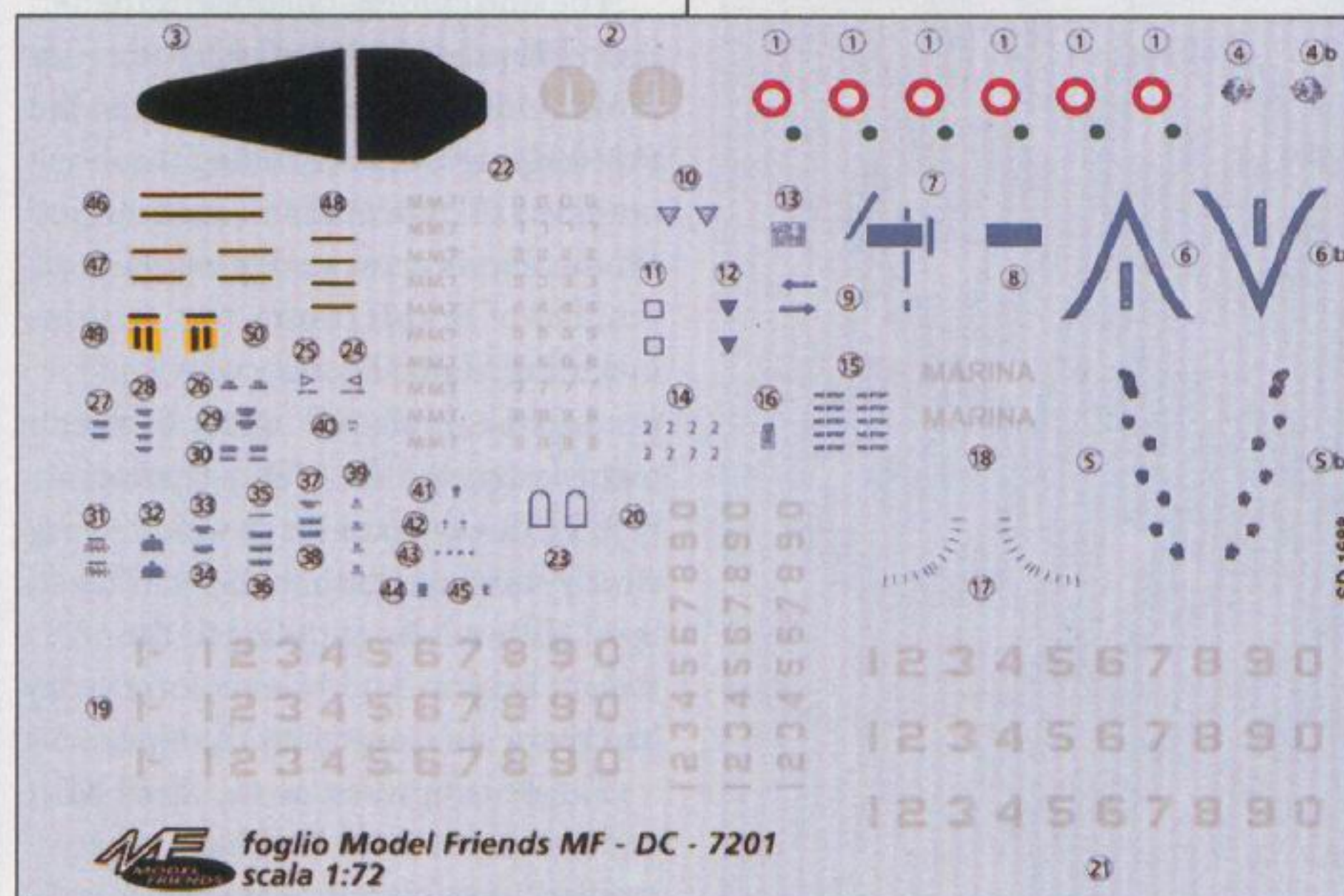
Basically this sheet has the potential to allow you to depict any of the AV-8B Plus Harriers operated by the Marina Militare Italiana. The sheet offers all the national markings and stencils for one machine plus a selection of numbers to make up the

serials and individual aircraft numbers. The very small instruction sheet shows where all the images go, but that is it, so the modeller will have to find other reference sources to identify accurate identifications numbers. The instructions do identify the overall colour scheme though with FS, Humbrol, Gunze Sangyo and Testors paint references.

Price: €7.50 (+P&P)

1/48th Scale

MF-DC-4801 - McDD AV-8B Plus Italian Navy



MF-DC-7201 McDD AV-8B Plus Italian Navy - Model Friends



MF-DC-4801 McDD AV-8B Plus Italian Navy - Model Friends

This is just a scaled-up version of the 1/72nd scale version and it even comes with the same (small) instruction sheet.

Price: €11.00 (+P&P)

Conclusion

The decals themselves look good, with perfect register and limited carrier film per image. The instructions could be better, as they offer the bare minimum, but for non-Italian modellers some additional information on serial number and aircraft number allocation would not have gone amiss.

Our thanks to Model Friends for the review samples. At time of going to press we are unaware of a UK stockist of this range so all enquiries should be made directly to the manufacturer.

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URO 023	S.E.5a w/ Hispano Suiza		1:72	£7.50
URO 027	Heinkel He 111E		1:72	£18.95
URO 034	Albatros W4 (Late)		1:72	£7.50
URO 043	Bristol F2B		1:72	£7.50
URO 045	S.E.5a w/ Wolseley Viper		1:72	£7.50
URO 048	An-12BK PPS (Civil)		1:72	£37.95

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TM 2230	MIIG-3	COMING SOON	1:32	£27.95



TM 2408	Me Bf.109G-6 (late)	NEW TITAN	1:24	£69.95
TM 2409	Me Bf.109G-10	NEW TITAN	1:24	£69.95
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TM 2817	Savoia Marchetti S.M.79-II		1:48	£29.95
TM 5101	MIIG-4A Hound		1:35	£54.95

Many more "Trumpeter" kits in stock

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RMQ 7223	Fairey Delta FD-2		1:72	£4.99
RMQ 7241	Vickers VC-1 Viking 'BEA'	NEW	1:72	£19.95
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RAE 72254	Fairey Barracuda (F161)		1:72	£6.99
RAE 72284	Sea Vixen (F409)		1:72	£6.99

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French Connection

SPAD VII CI

by Dai Williams



Box Art

1/48th Scale

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HANNANTS

History

The Spad VII was a conventional tractor biplane that had very unconventional origins. It was developed from the outlandish Spad A2 and A4 fighters. These aircraft were designed in an attempt to get around the problem of firing a machine gun from an aircraft by carrying the gun in a pulpit mounted in front of the tractor airscrew. This rather alarming configuration gave the hapless gunner little chance of surviving anything but a perfect landing. While these dangerous aircraft were not successful in their intended role, their basic airframes

were sound, very strong and capable of further development.

Along with the development of the excellent Hispano-Suiza 8A engine came a practical gun synchronisation gear allowing a machine gun to fire through the arc of the propeller. This was incorporated into the Spad Type V, which appeared in April 1916, based very much on the airframe of the earlier Spad A2. This type showed much improvement over the Nieuport fighter types then in operation with the French Aviation Militaire. While unable to provide a pilot with the manoeuvrability of an aircraft powered by a rotary engine,

the Spad, with its inline engine, proved to be faster and of much more sturdy construction.

The production form of this aircraft was designated the Spad VII. This was powered by the 150 h.p. Hispano-Suiza 8Aa engine and was armed with a single forward-firing Vickers gun. When it made its first operational appearance in the Autumn of 1916, the Spad VII made an immediate impact. Its usefulness was further increased with the introduction of the more powerful 180hp Hispano-Suiza 8Ab engine.

Much operational success was gained on the type by a number of

Spad VII CI 'RFC & US Air Service'

Scale: 1/48th

Kit No: SH 48010

Price: £14.99

Panel Lines: Recessed ✓

Status: New Tooling ✓

Production: Limited

Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic

Components: Plastic 38 (Grey), Resin 11, Etched 19, Clear 2

Decal Options: 3

Manufacturer: Special Hobby

UK Importer: Hannants

French aces, notably Georges Guynemer and Rene Fonck who destroyed many German aircraft while flying it.

The outstanding qualities of the Spad VII made it attractive to other air forces and the type was supplied to the Royal Flying Corps replacing the outdated BE types then in service. Production licenses were granted to a number of British contractors including Mann-Egerton who produced a shipboard fighter of their own, designated the Mann-Egerton type H, the appearance of which clearly owed much to the Spad. The Spad VII was also supplied to the Italian, Belgian, and U.S. air forces who had many successes with the type.

The development of the Spad XII and more powerful XIII led to the gradual phasing out of the operational use of the Spad VII.





Etched Fret

However the unconventional cannon armed Spad XII was not considered a success and the early development of the more conventional Spad XIII was plagued by engine problems. This meant that the Spad VII was still in service at the end of the war.

The type continued to see service after the war, being used by the Polish, Czechoslovakian and even Japanese air forces.

The Kit

The Special Hobby Spad VII kit marks this manufacturer's entry into the 1/48th scale WWI arena. The kit has been released in two versions. One has markings for French and Italian subjects, while the other, the subject of this article, is advertised as having markings for RFC and US Air Service subjects (however as an added bonus this version of the kit also contains markings for a French subject).

The kit consists of two injection moulded sprues for the main kit components. These are presented in grey plastic which is quite soft and has a 'limited run' appearance.

Some cleaning up of the plastic parts is necessary to remove the heavy mould separation lines and a little flash but no more than may be expected with any limited run kit. There were a couple of nasty looking sink marks on the rear of the wheels

on my example but these were easily filled. Mould release pin marks were present on the plastic parts are invisible on the finished model. The detail on the parts looks generally OK, however one area that I thought could have been handled a little better was the ribbing on the flying surfaces. This is a little indistinct and uneven, especially when compared to

the heavier and more distinct renditions of rib locations on the Special Hobby Sopwith Tabloid and Lloyd C.V kits. At least these give the modeller the opportunity to tone down the heavy appearance of the rib locations by sanding if required. Two separate injection moulded cowlings are provided, and there are two styles of airscrew.

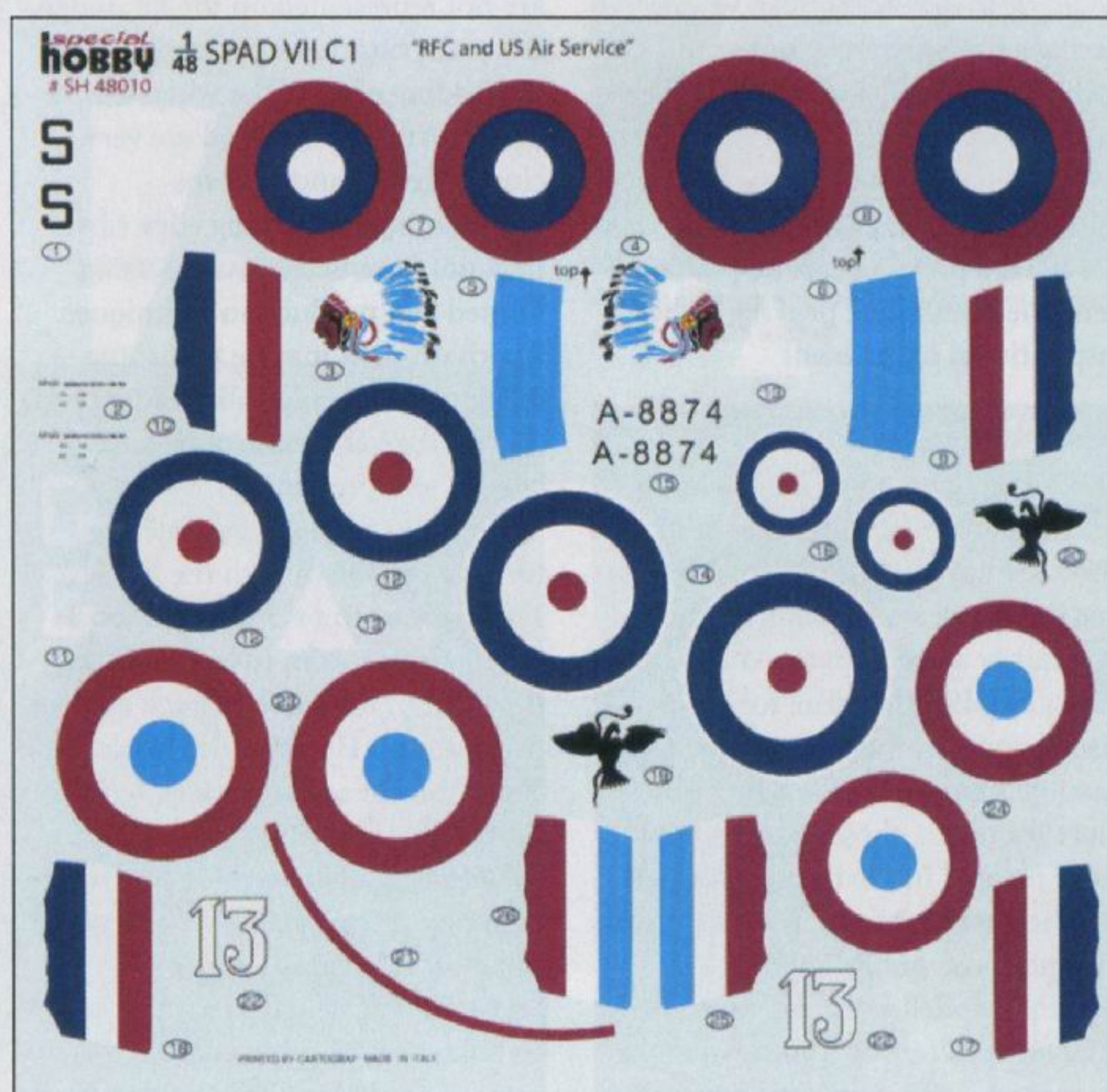
There is an etched sheet from Eduard providing seat belts, some parts for the cockpit interior (some of which are tiny) and the aileron control horns.

There is a fine set of resin parts for the front of the upper fuselage, the instrument panel, the cockpit floor rear and sides, and the rear of the engine compartment. These are very well cast and Special Hobby seem to have done their homework here regarding the appearance of the interior of the Spad which is more complex than some contemporary aircraft. A further separate resin cowling is included for the US Air Service version of the model.

There is a vac-formed clear part holding three styles of windscreen, though it is rather hard to find them in the vac-formed 'bubble'.

Thoughtfully a spare is included. The instructions state that the windscreen suitable for all three of the kit's colour options is the simple flat type so this could be easily cut from flat clear sheet if you don't fancy struggling with the vac-formed part.

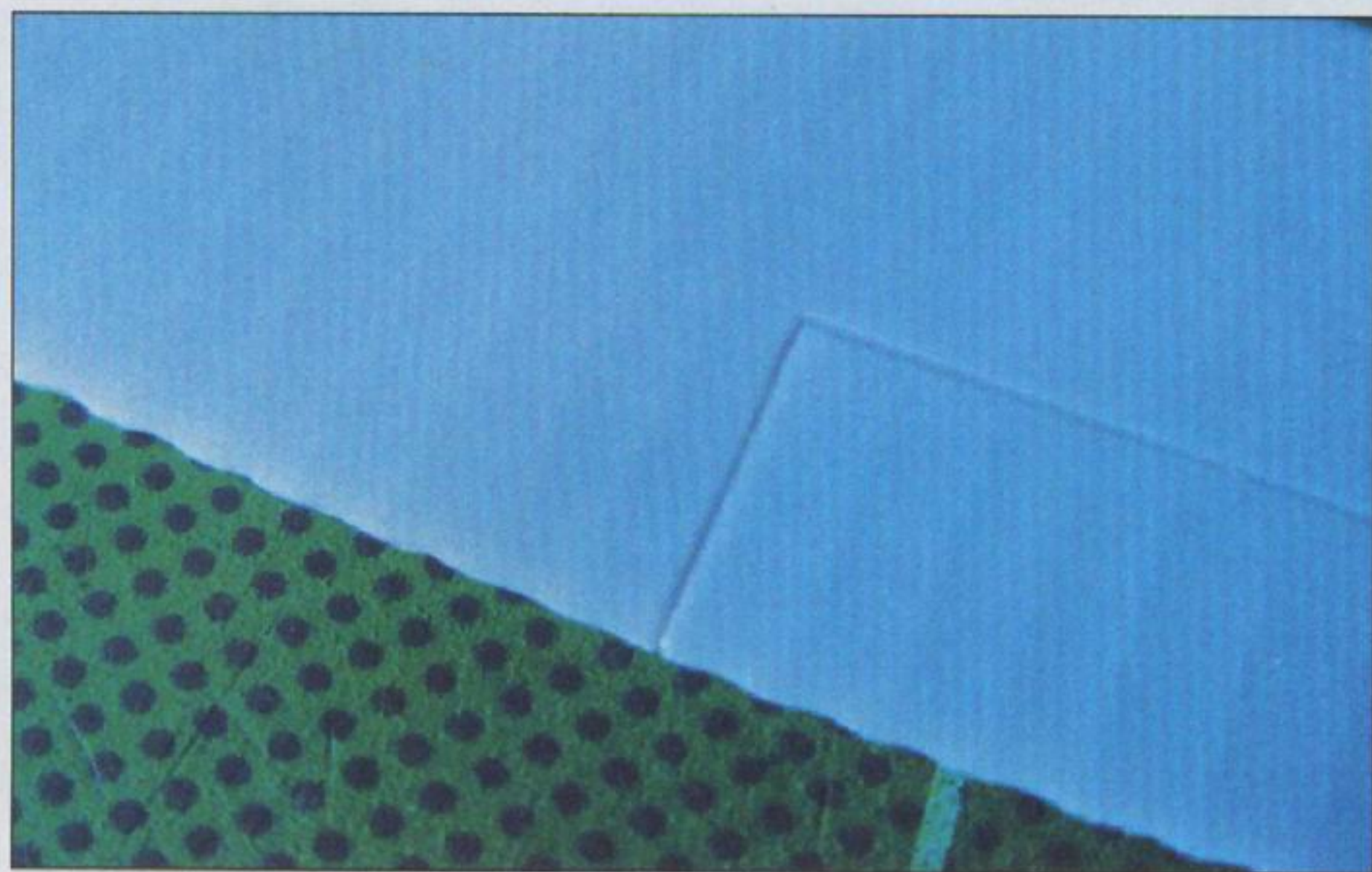
The decal sheet looks splendid with three options being available. One is a US Air Service machine from the 103rd Aero Squadron flown by Charles Biddle in 1918, sporting an asymmetrical white triangle on the rear of the fuselage to confuse enemy gunners. The second is a



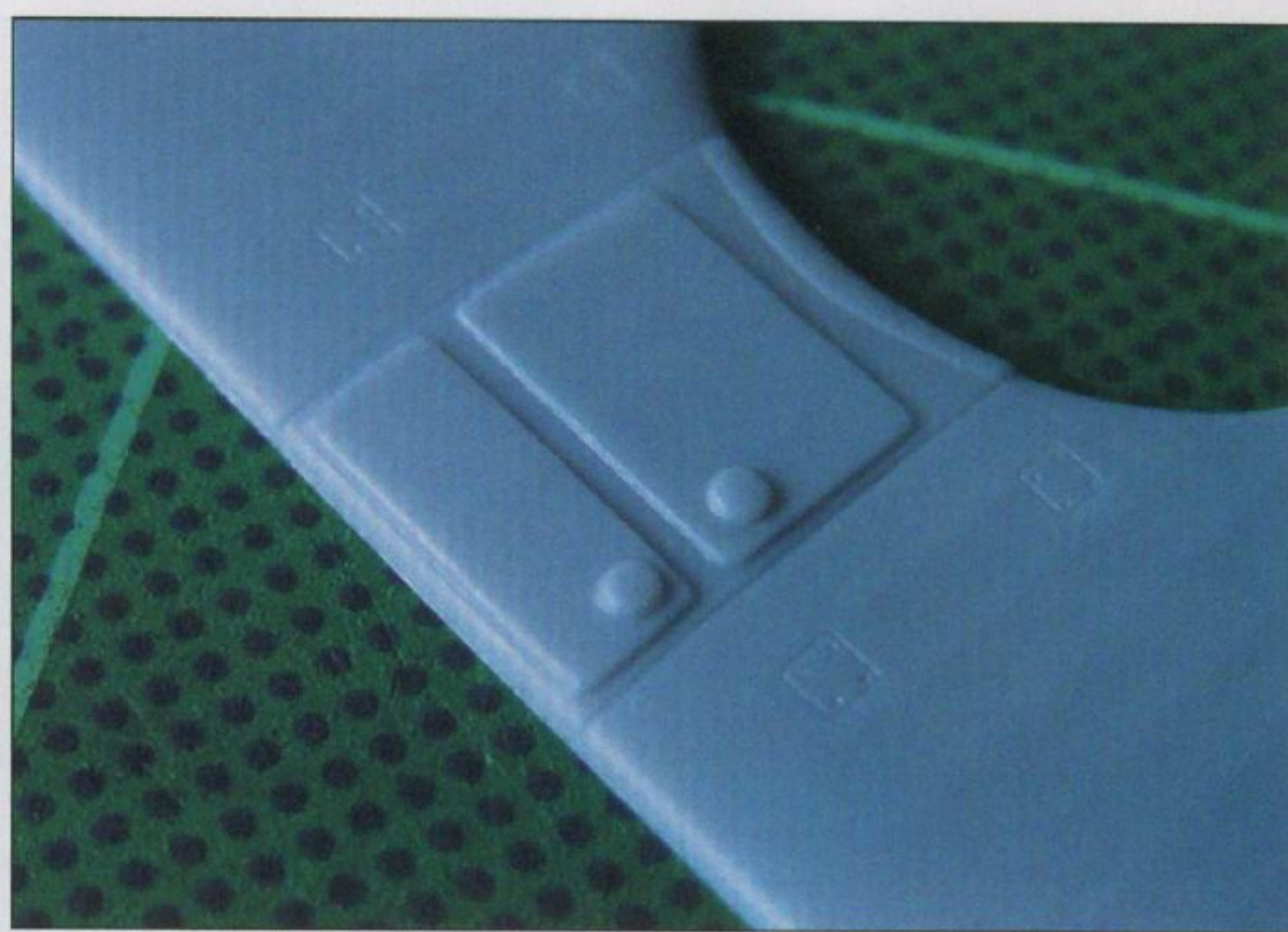
Transfers



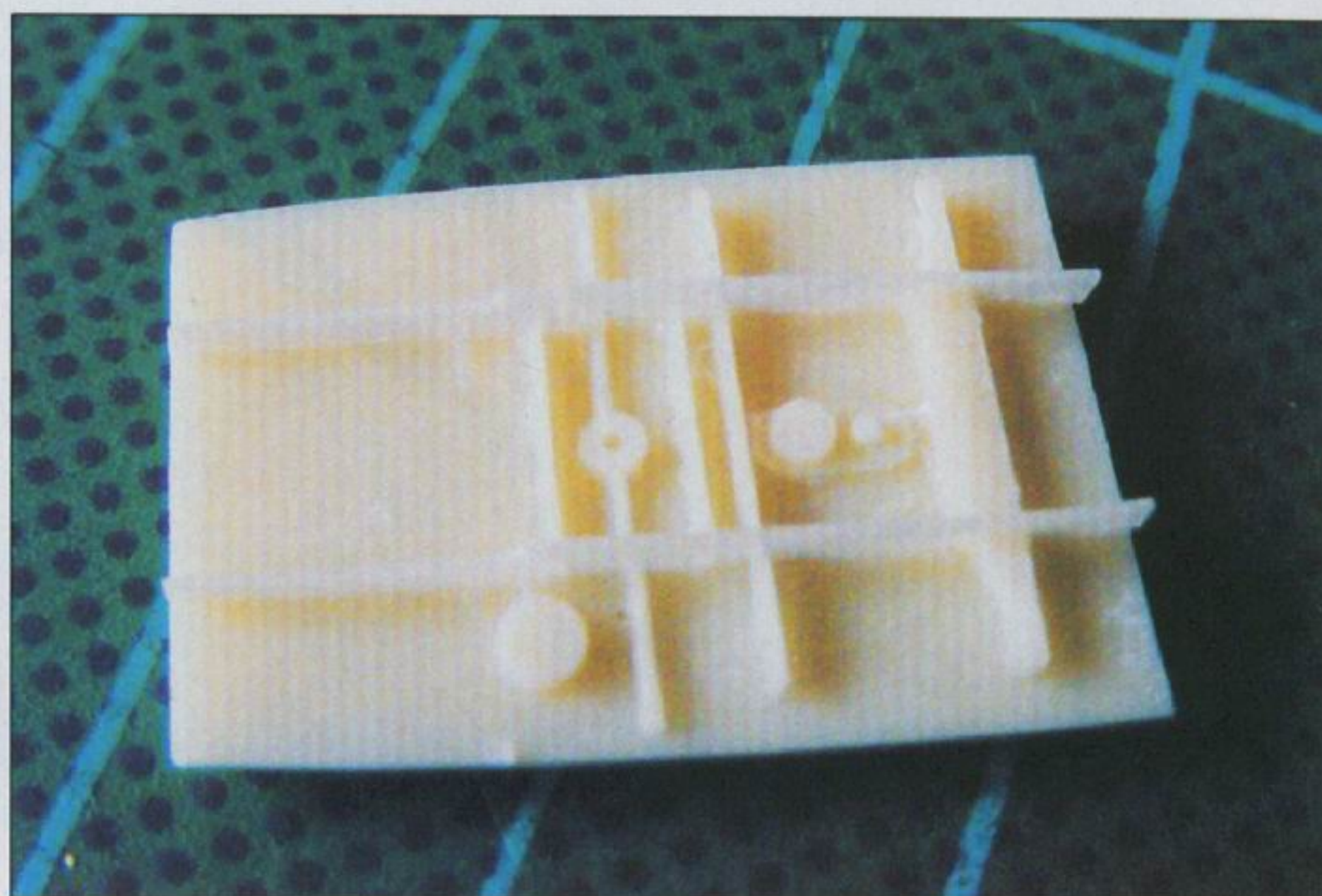
The detail on the plastic parts is pretty crisp



The rear of the upper wing, the trailing edges are commendably thin



The top of the upper wing, note the lack of rib positions between the main ribs. I'm not sure if this is right or not



The resin cockpit floor. The raised pieces running from front to back are wafer thin!

French machine flown by Vilem Stanovsky from SPA158 in 1918. Both of these machines carry variations of the late-war French four-colour upper surface camouflage scheme. The final machine is a Royal Flying Corps machine from No 23 Squadron based in France during 1917 in a conventional PC10/clear doped linen finish. There are probably enough roundels and fin flashes on offer here to form the basis of many other colour schemes for those inclined to try something different. The images have perfect register and there is little carrier film.

The instruction sheet is printed on eight A5 sized sheets. There is a brief history of the type in Czechoslovakian, French, German and English. There is a parts breakdown, which is useful as only the photo-etched parts have any numbers associated with them. This is followed by three pages of assembly diagrams which are clear and concise. There is a page of colour notes for each of the three colour options. The colours are described only in Czechoslovakian and English. There are paint references given for the exterior colours only and I'm afraid I do not know to what range of paints these refer. The area of WWI colour schemes is always one which I think is open to interpretation. I do not profess to be in any way

knowledgeable in this area and I would not like to comment on the colours or patterns quoted by Special Hobby. The underside of the French machine is quoted as being in light grey. This is one area that may need a little checking as clear varnished linen might be equally appropriate? Conversely the underside of the US Air Service machine is quoted as being clear varnished linen where perhaps light grey may be appropriate? I suggest that you check available references before deciding on a colour scheme.

All in all Special Hobby have provided a pretty complete package here, the decal sheet proving rather inspirational on its own!

Assembly

The first job was to check the kit against my available plans and photos. I have learned over the years that any given set of plans will not necessarily agree with any other set of plans. I looked therefore for major discrepancies rather than every possible mismatch - life being too short for that. I chose to work with those printed in the Osprey 'Aircraft Of The Aces' publication on the Spad VII and those published in Scale Aviation Modeller Int. in November 2000 (see references). These were the most up-to-date that I had available.

Both of these sets of plans showed

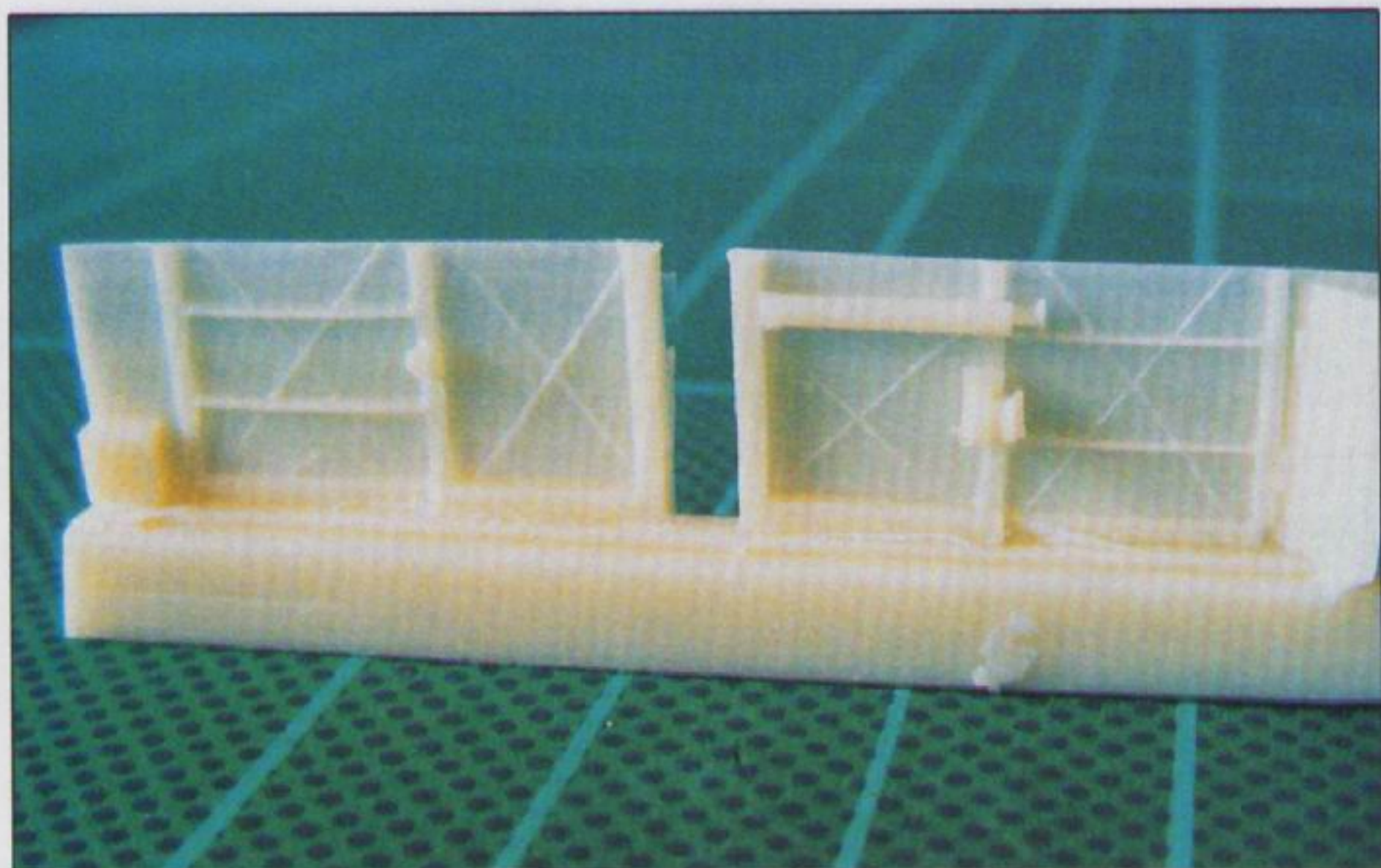
that the wings appear to be more or less correct in shape and dimension (however the SAMI plans suggest that the cutout in the top wing is a little too big). Both sets of plans show leading edge ribs in between the main ribs. While these are not really apparent on many wartime photographs, pictures of restored Spads show these quite clearly. These are not represented on the kit, indeed the main ribs do not actually reach the leading edge of the wings on the kit. The ribs on the Spad are very close together and perhaps representing the leading edge ribs may not have been possible using limited run production techniques. Alternatively it may be that some machines had a plywood leading edge and perhaps Special Hobby have chosen to represent this.

Both sets of plans indicate that there is a problem with the fuselage. This appears to be 3 to 4mm too short. Things seem to be OK from the front of the fuselage back as far as the headrest. However the fuselage behind the headrest appears to be too short. I thought that correcting this would need major surgery involving replacing the moulded-on stringer detail on the rear fuselage (and perhaps all of it). I did not feel confident that I could achieve this neatly. I could live with the short fuselage but the eye is immediately

drawn to asymmetry and unevenness.

There are a number of excellent pictures of restored examples of the Spad VII in the references quoted at the end of this article. Some of these suggested that there was not a solid bulkhead behind the pilot's seat as depicted on the kit. I therefore intended to remove the seat from its bulkhead and mount it on a column made from scrap plastic attached to the cockpit floor. This is probably not the way that it was done on the real aircraft but this mounting would be invisible in the finished cockpit. The kit instructions and I parted company at this point and I put the fuselage halves together before putting any of the interior together. I wanted to have a single solid area in which to build the cockpit. The mating edges of the fuselage were lightly sanded on a piece of wet and dry paper attached to a flat surface. It was important to achieve as neat a join as possible between the fuselage halves. There is a lot of detail around the join lines so you do not have a lot of scope for filling and cleaning up in this area.

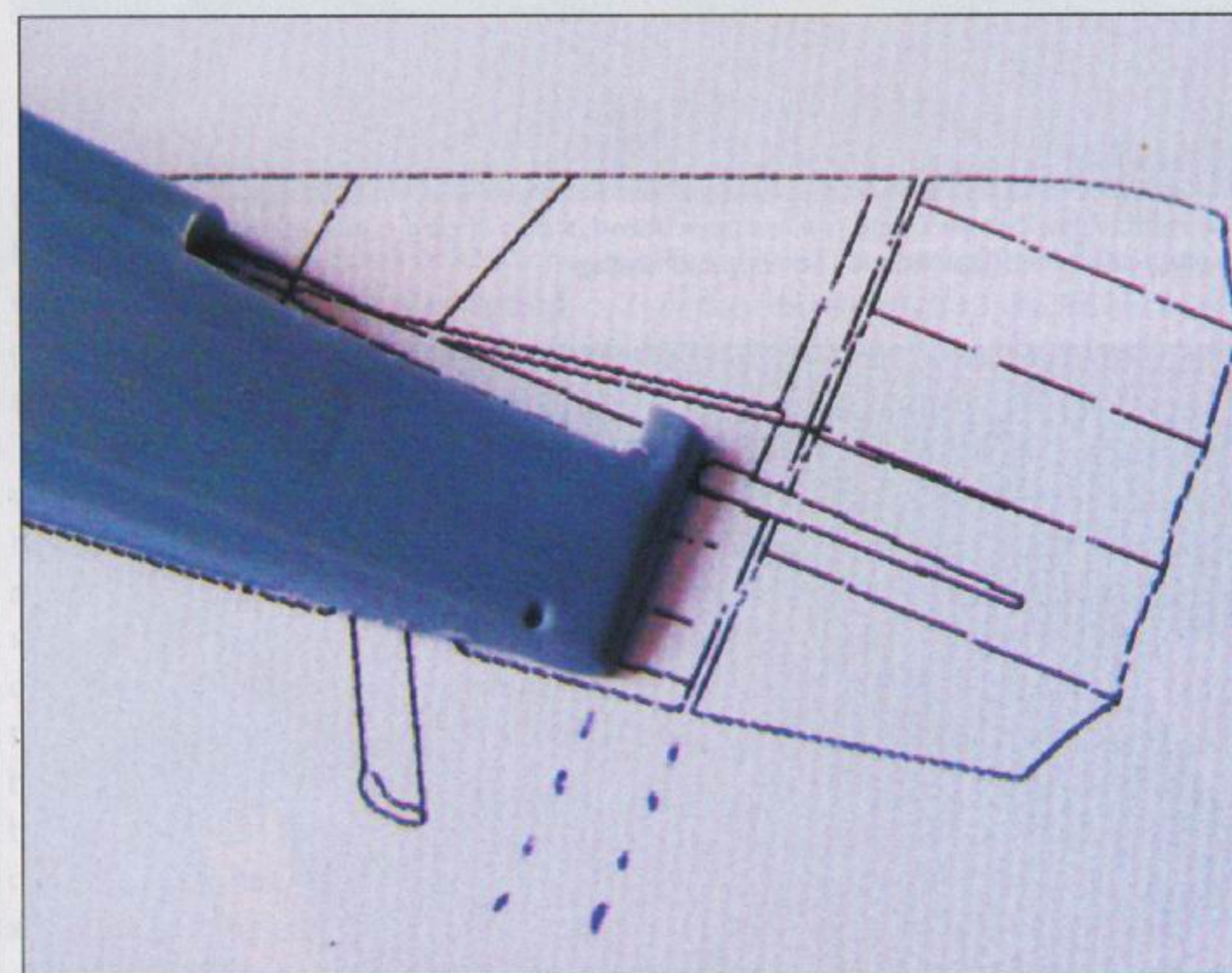
A piece of 15 thou card was attached to the rear of the cockpit opening replacing the kit bulkhead. I attached some thin rod to a piece of 10 thou card to represent the lower fuselage stringers that are just visible behind the seat. The ammunition for



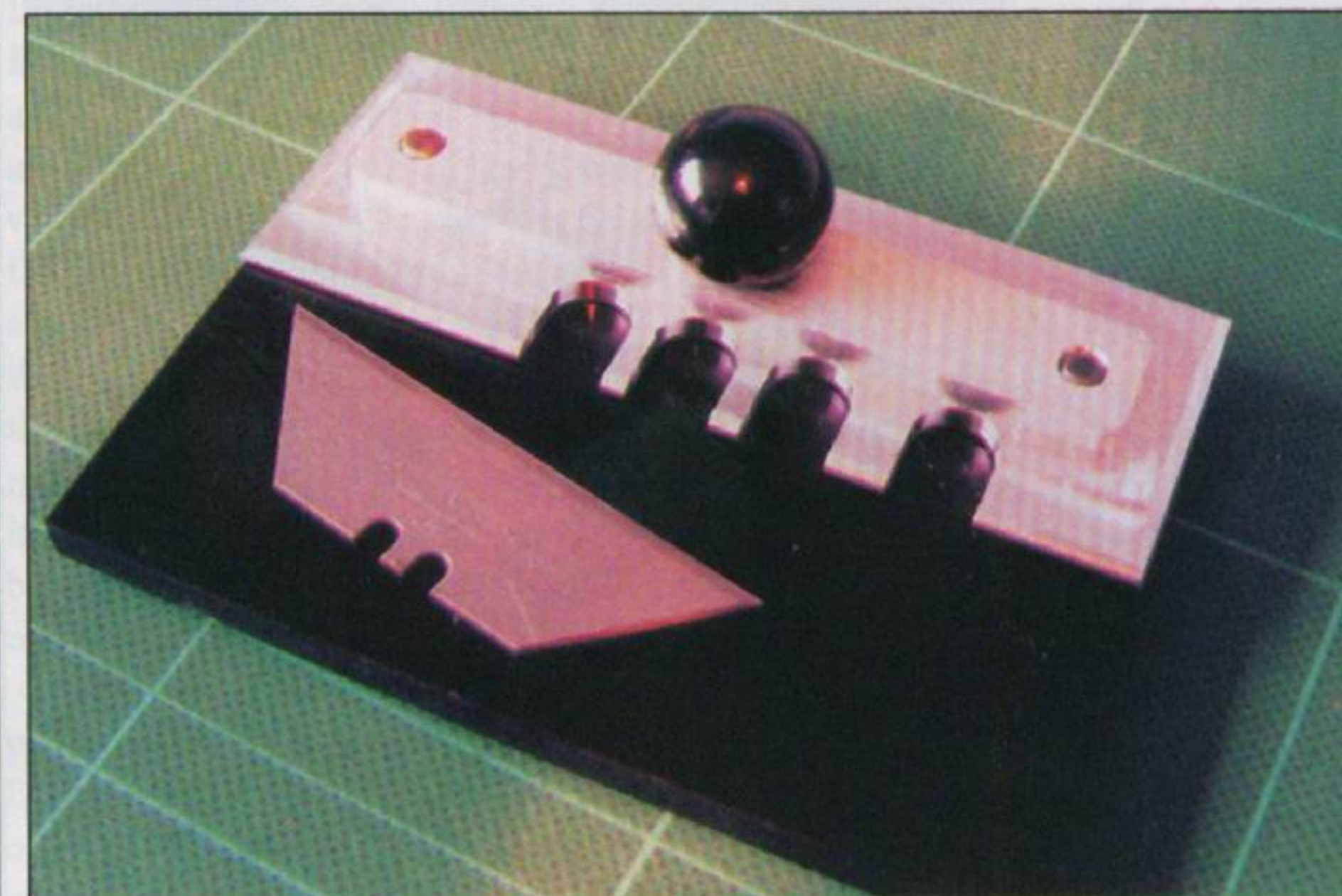
The resin side walls



The vac-formed part for the three different styles of windscreen, if you can find them



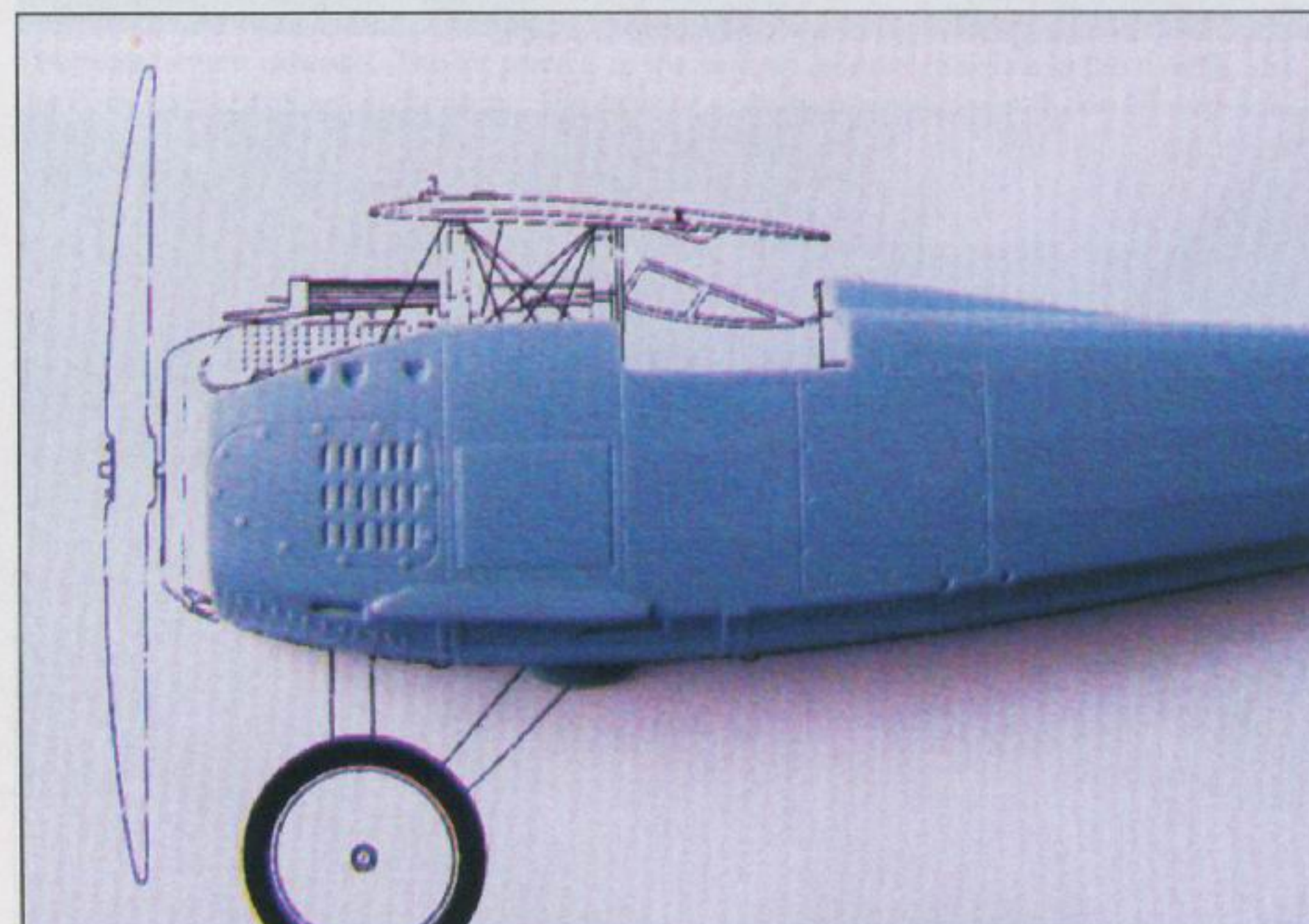
The short rear fuselage is apparent here



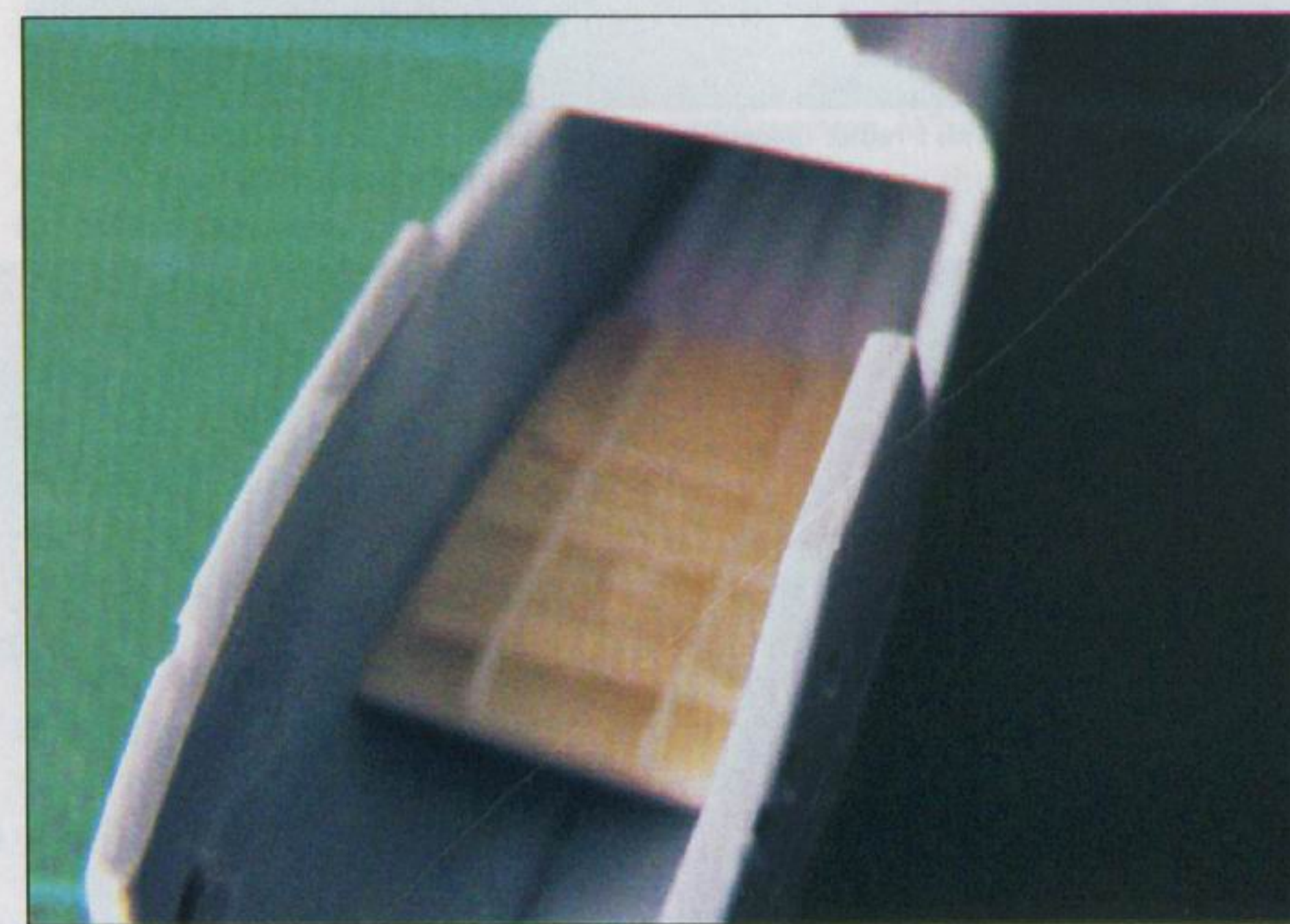
I used the 'hold and fold' tool from The Small Shop to deal with the photo etched parts, very useful



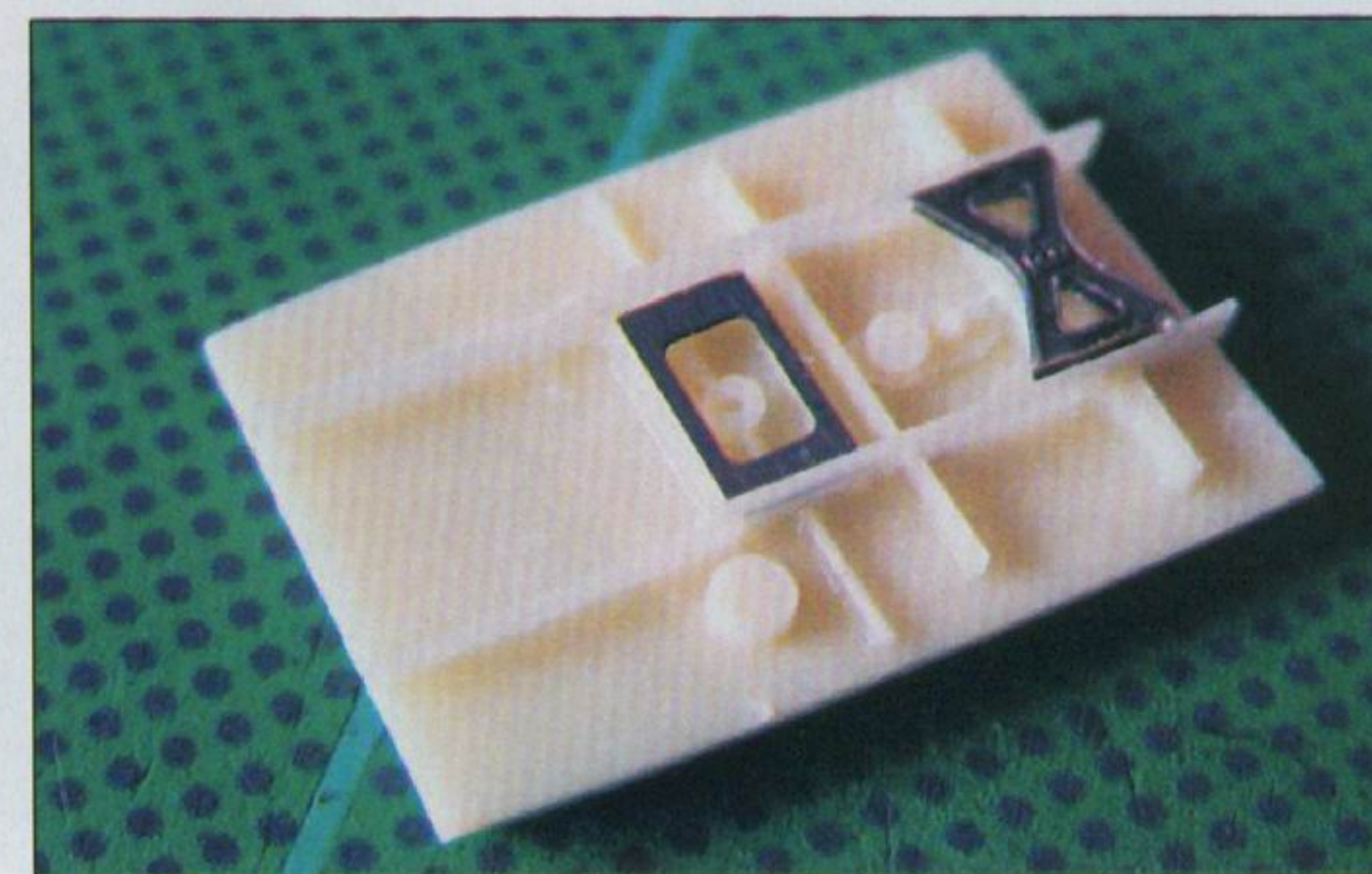
The extra cowling for the U.S. Air Service aircraft. This is very well cast



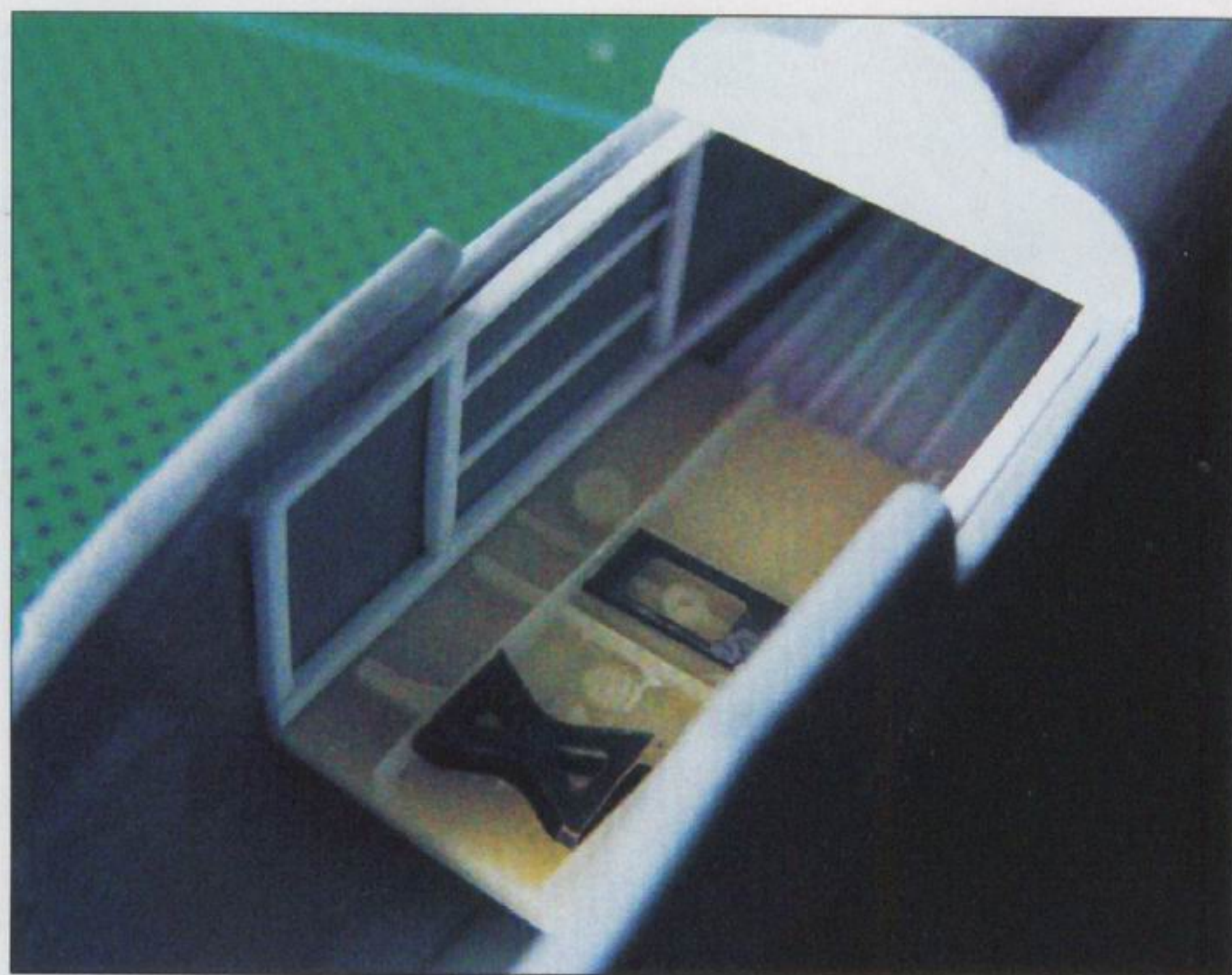
The front of the fuselage as compared with the plans. Things are OK as far back as the headrest



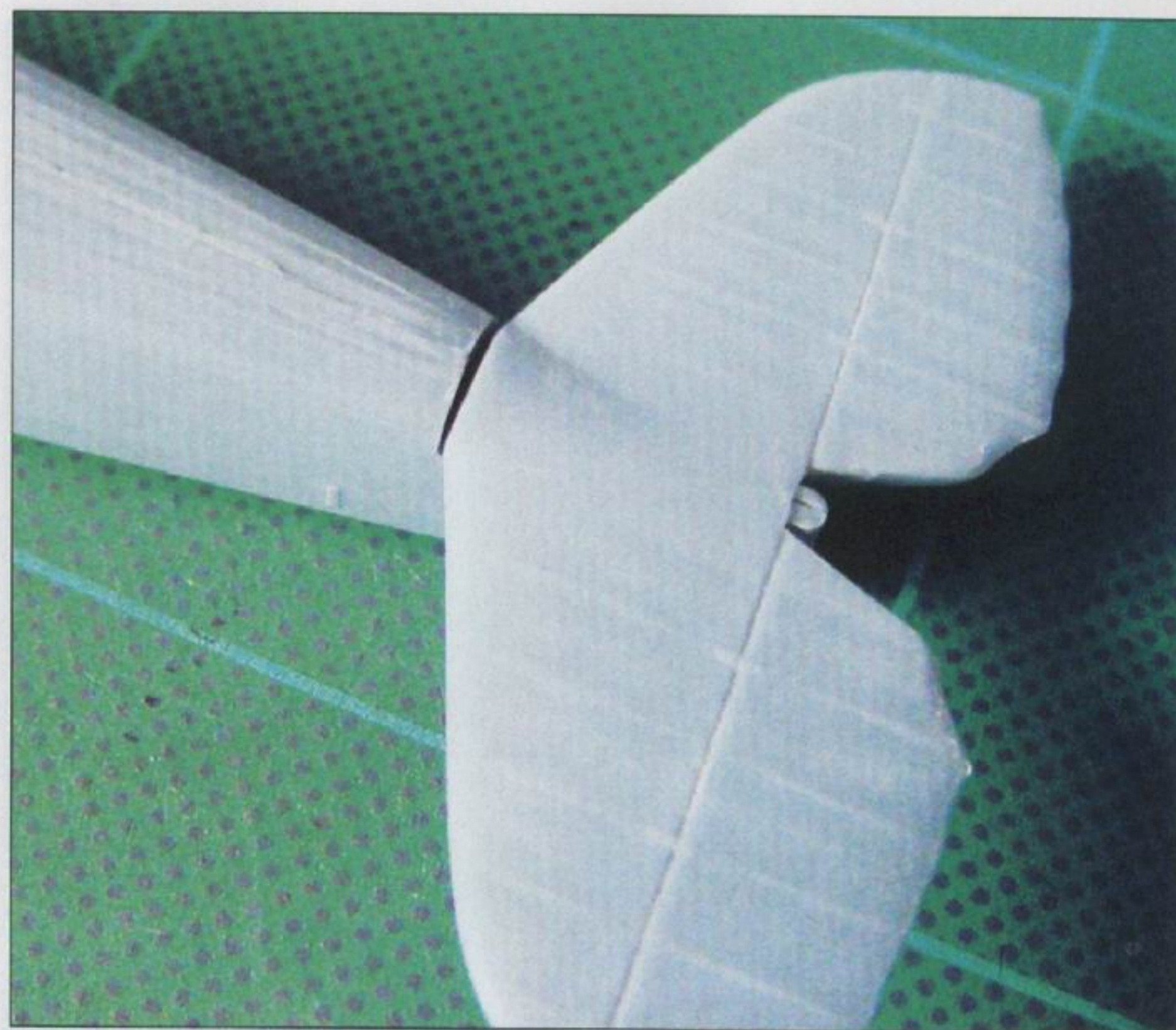
A new abbreviated bulkhead has been added. Just visible behind this is the false card floor with stringer detail added



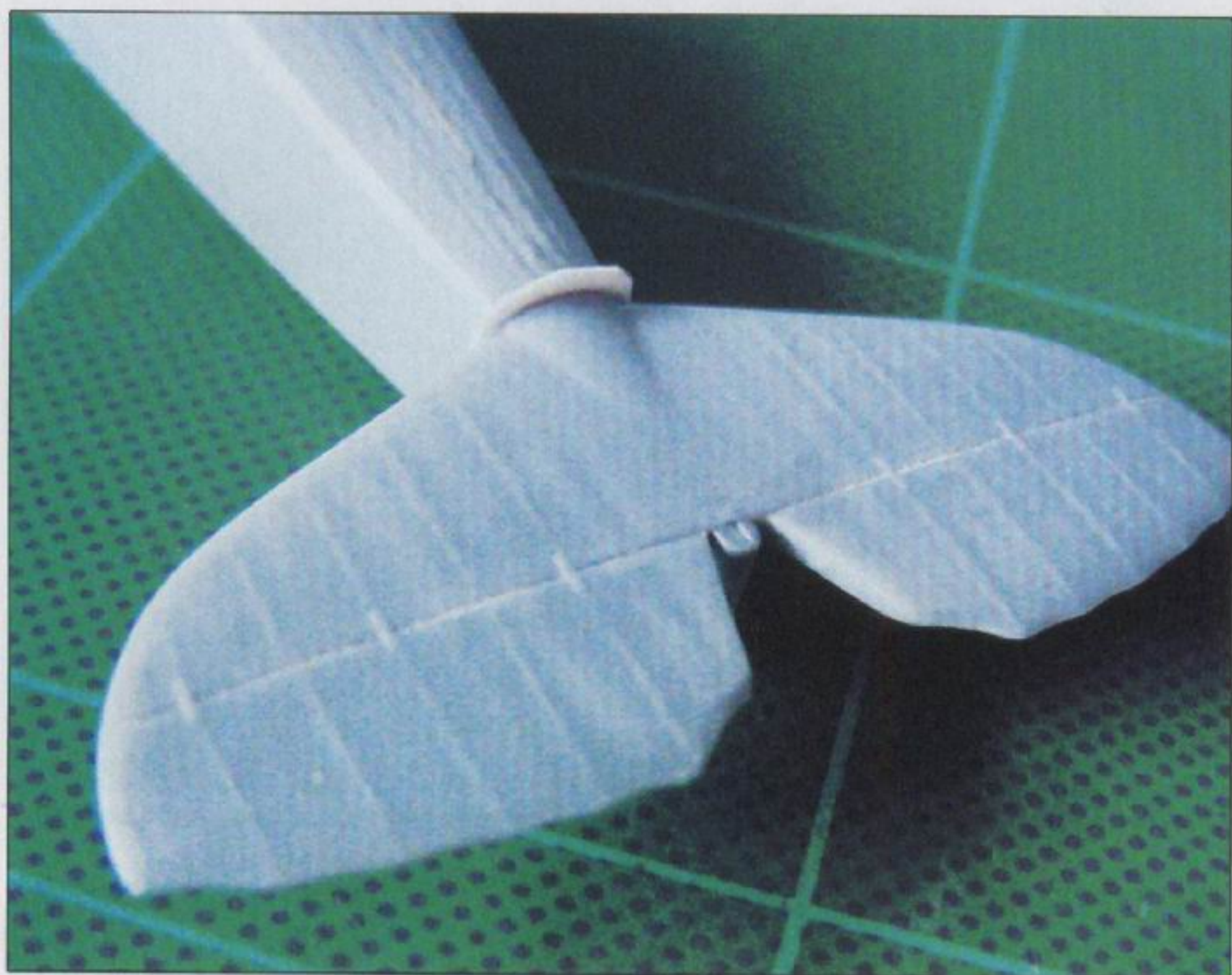
The cockpit floor with etched parts added



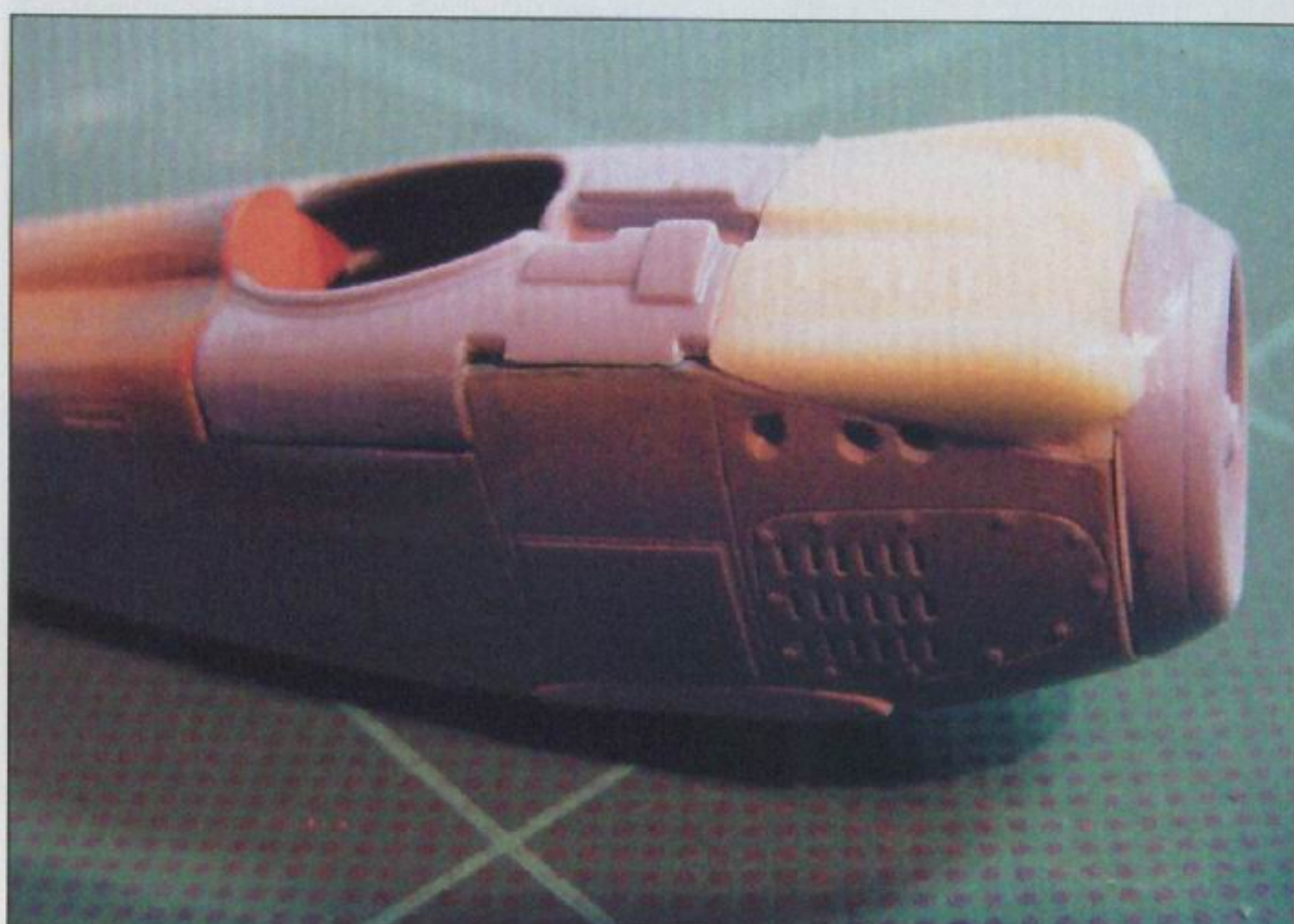
In position with fuselage formers being constructed around it



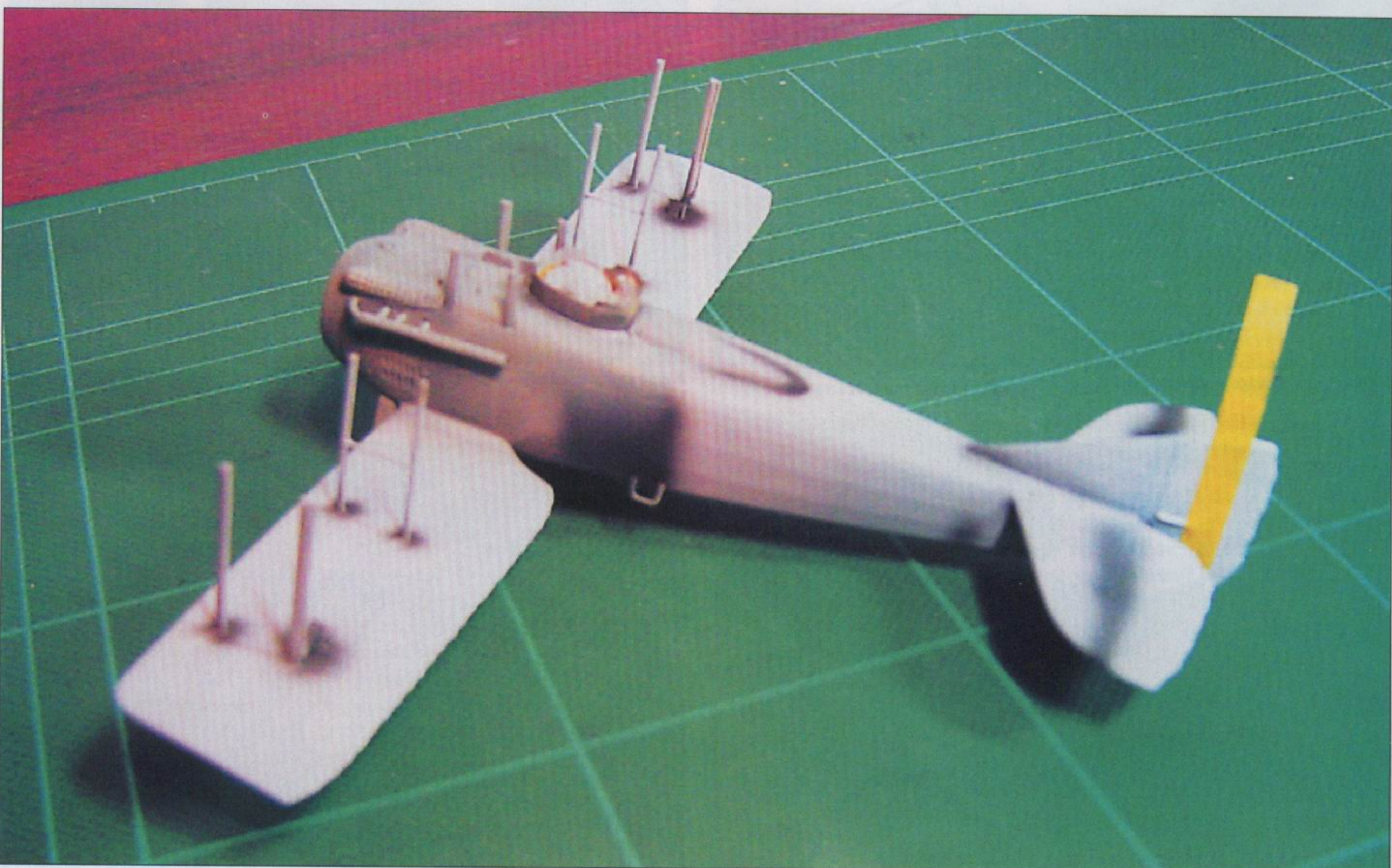
There was a gap between the elevator fillet and the rear of the main fuselage



The gap has been filled with a rather unattractive piece of scrap card, soon to be carved and sanded to shape



The resin engine compartment top has been added, a disk of card is just visible behind the cowling closing the gap between cowling and fuselage



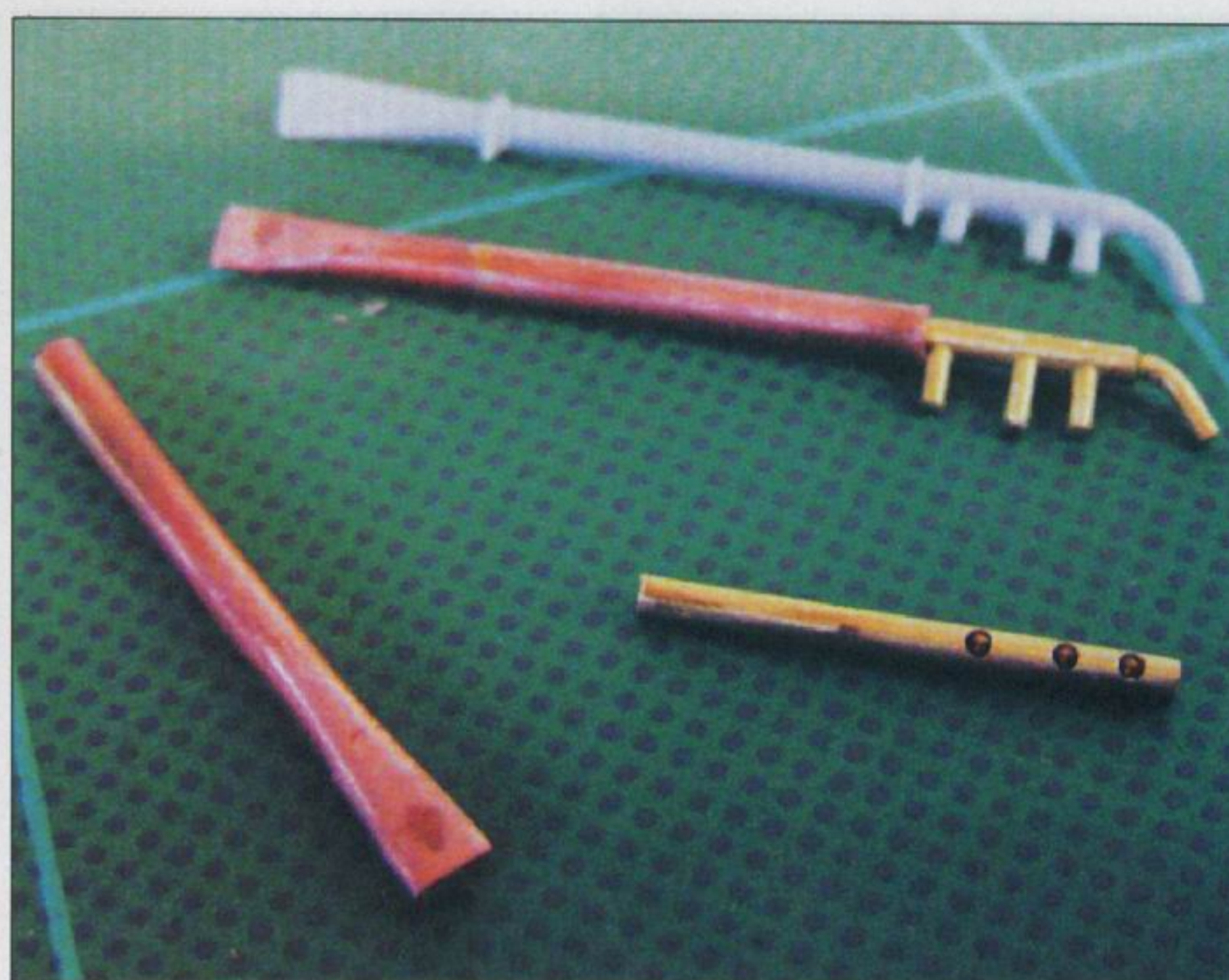
With the major assemblies together the airframe has been primed and pre-shaded. The tail markings are being sprayed here



The assembled undercarriage - minus the wheels. The bungee cord suspension can just be seen



The painting has been completed and the top wing is being fixed in place



The replacement exhausts. The kit piece is at the rear, an assembled unit is in the middle, and the constituent parts are at the front. The exhaust stubs may look uneven in size but this does not matter as they pass into holes drilled in the fuselage



The windscreen cut out and masked; a coat of grey paint will represent the frame

the Vickers gun on the Spad VII was held on a drum mounted below the weapon. The empty belt was wound onto a separate drum on the port side of the aircraft behind the pilot. This arrangement was later changed with a more conventional system of boxes but I chose to depict the drum system on my model. The rear drum was represented by two disks of thin card cut with a compass cutter with a third smaller disk sandwiched in between. As there was now no resin bulkhead behind the pilot I chose to discard the resin cockpit side walls and build up the structure myself directly onto the kit's fuselage sides, just for a neater appearance. The floor was tacked in place with Blu-Tack and the fuselage formers and other details were built up around this from plastic strip of various thicknesses. The idea was that the floor (being resin) would not be attacked by plastic cement and once the formers had been built around it, the floor could simply be pulled out making painting easier. Unfortunately it stuck firmly in place and could not be removed - perhaps a little over optimism on my part.

With minimal internal detail in place, I sprayed the interior with Dark Earth followed by a light overspray of Buff to represent the inside of the doped fabric. Studies of photos of the cockpit insides of

painted WWI aircraft suggest that the outside colour does not find its way all the way through to the inside so a slightly darkened fabric colour seemed appropriate to me. As I had not yet installed much of the fragile internal detail I was able to mask the interior to spray on a blue/grey colour for the metal areas, this colour being seen on the interior of a restored aircraft (see internet references). Tamiya acrylics were used for the interior spraying. The wood formers were then painted with red brown enamel paint and given a coat of Tamiya clear orange to replicate the finished wood. The smaller details were then added to the interior with reference to the photos of the restored aircraft, my few available period photos and the detail on the discarded resin sidewalls. The bracing on the inside of the fuselage was thin wire rolled straight under a ruler.

There was a gap between the tailplane fillet and the main fuselage which was filled with a piece of 15 thou card fixed in place with thick superglue. This was sanded to shape when dry, care being taken to preserve the stringer detail on the rear of the fuselage.

The remaining cockpit parts, apart from the seat, were fixed in place using superglue. I had intended to remove the kit item from its bulkhead but this very thin and delicate part

did not survive the process being replaced with a similarly shaped item from the spares box.

The top of the engine cover is provided as a resin item and this was fixed in place next along with the cowling. Some filling and cleaning up was called for here. I installed a disk of 10 thou card behind the cowling to fill the gap between the lower half of the cowling and fuselage. I found it useful to undercoat the model using Halfords primer at this point to ensure that I had managed to find all the gaps and to highlight some of my more suspect filling and sanding. Cleaning up would be easier at this stage before the wings and tail were attached.

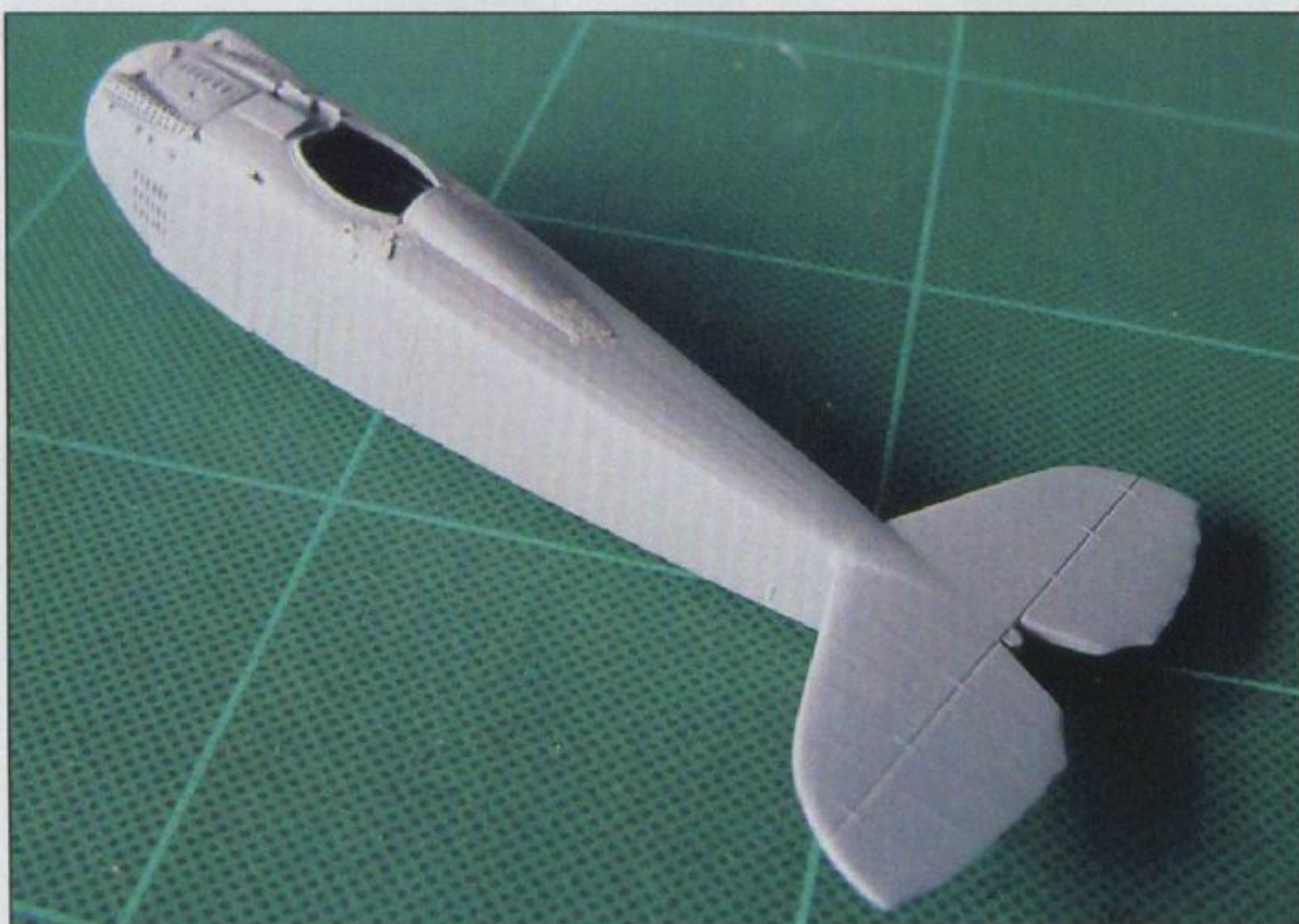
Next came the lower wings and tail. There are no locating pins for these parts so I drilled holes into the wings and fuselage to accept brass rods to strengthen the wing to fuselage joint. Some filling was required here and I doubt that simply sticking the wings to the fuselage with plastic cement will provide enough strength for the wings to survive the clean-up process. If you do not use brass rod or some similar added support, at least reinforce the joint with thin superglue. The vertical tail was just fixed in place with Liquid Poly as this assembly would not be subjected to much handling later on.

The kit struts looked a little rough

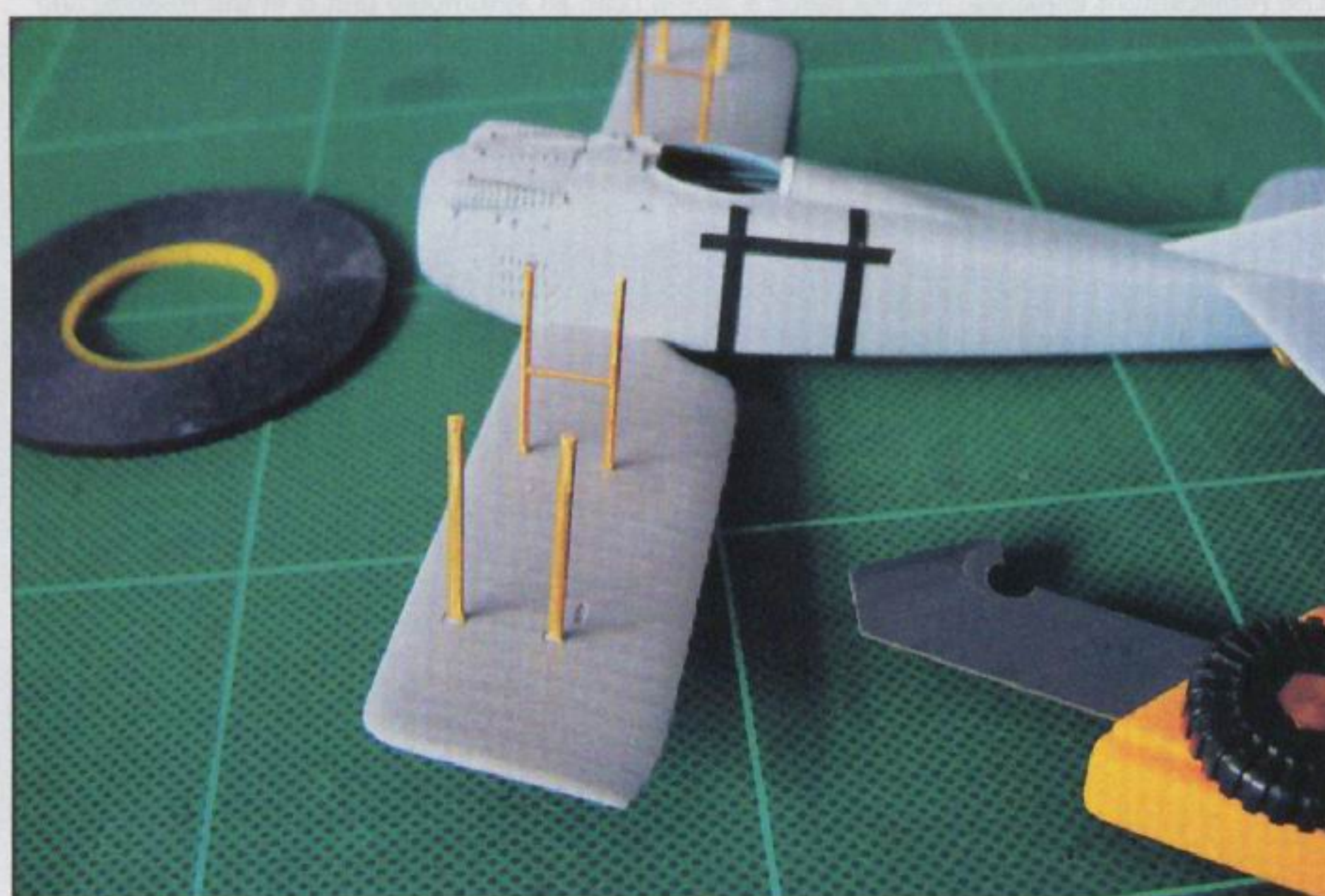
and uneven. While it may be possible to use them with a little careful cleaning up, I chose to replace them. The mainplane struts were replaced with brass Strutz material. This was the first time that I had used this and it was a little easier than I thought. The instructions call for pieces to be folded over to make a pair of struts in one go. I chose to just cut suitable thicknesses to length using a razor saw with the kit struts as a guide. Before cutting up the brass I checked that the length of the kit struts matched with the plans and that the top wing actually sat correctly on top of the bottom wing. There is a fair amount of filing to do at the end of the struts and as there are eight of them this took some time. I opened out the locations in the top and bottom wing a little with a drill to allow enough of a contact area for the struts to be fixed securely in place. The tailplane struts and the tailskid were also made from Strutz.

The struts joining the top wing to the fuselage were replaced with Contrail plastic strut material. I found it easier to use this than the brass, finding it difficult to cut short lengths accurately.

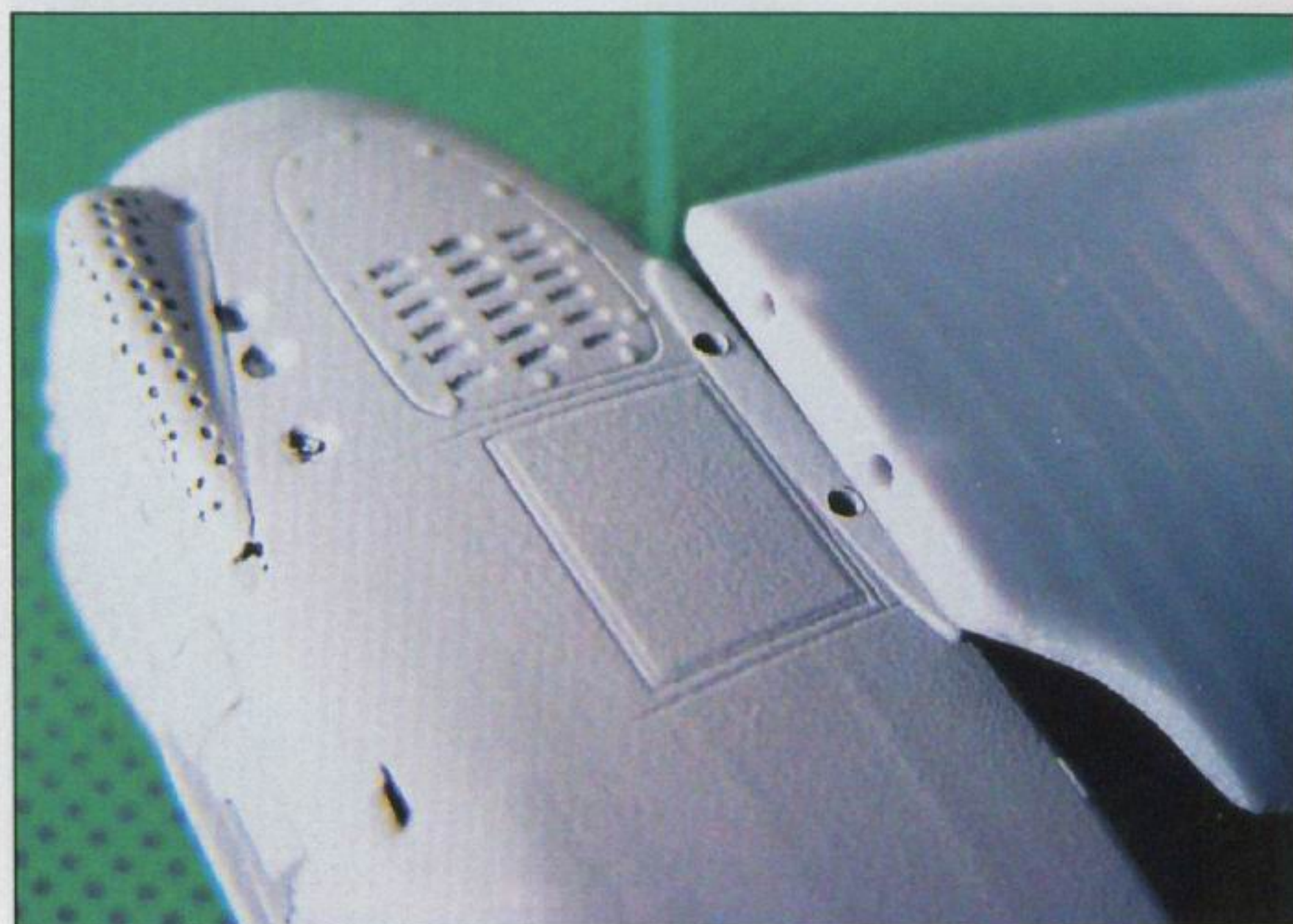
I had opted for the RFC colour scheme for this model and this meant spraying only three main colours, with little or no masking of the top



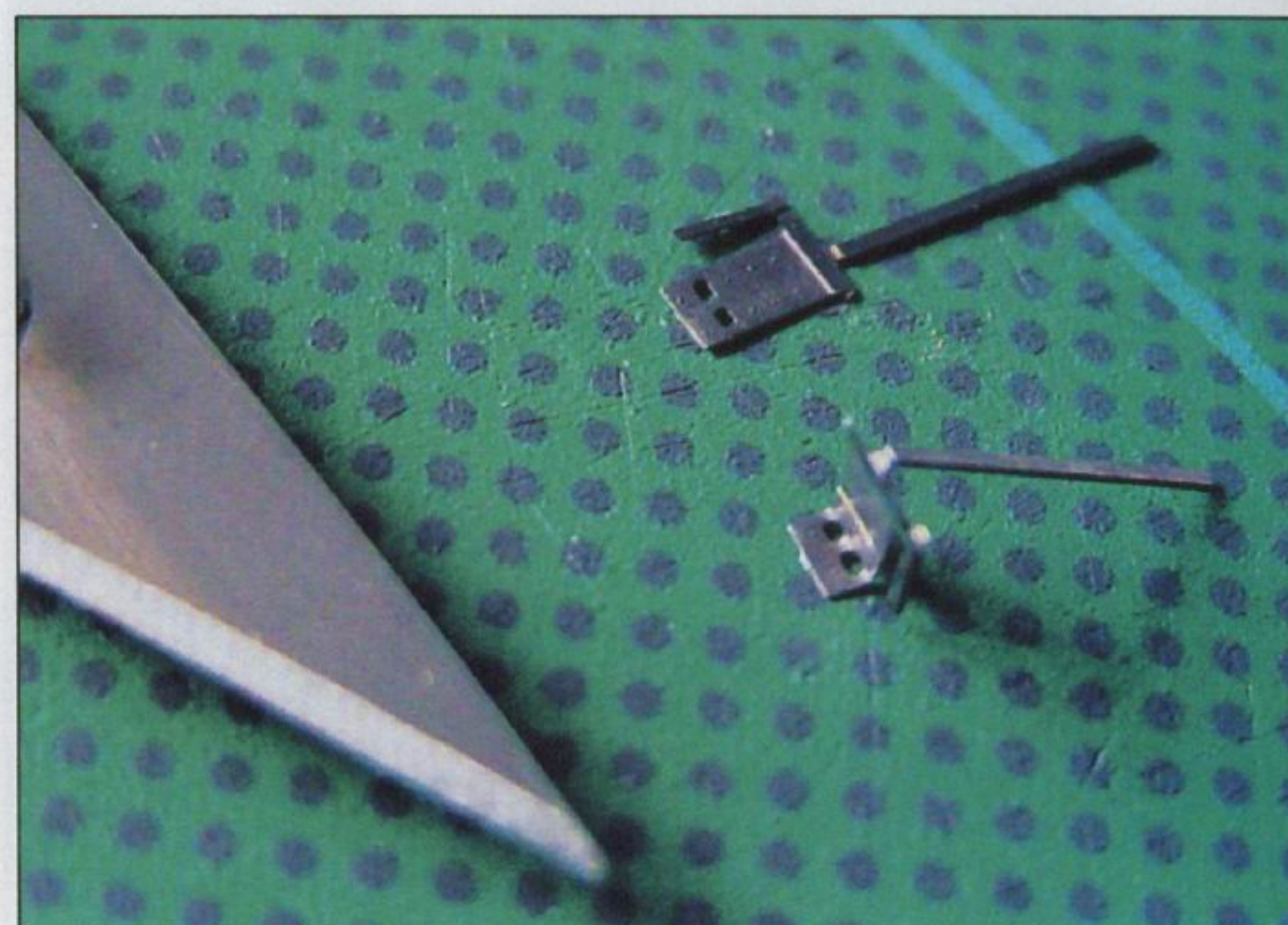
At this stage I found it useful to undercoat the fuselage to show up the (many) imperfections. It was easier to clean these up now than when the wings were attached



After the clean-up of the fuselage and wings, some of the panels needed to be rescribed



Holes were drilled in the wing roots and fuselage to accept brass rod to strengthen the joint.



The etched supports for the flap actuators

surface being necessary. I therefore felt that I could permanently attach the struts to the lower wings and fuselage at this point.

The Spad had a rather complex system of aileron control. A pushrod ran from the bottom wing along each rear outer strut. At the base of each rod was a tubular actuating mechanism attached to a support fixed to the rear wing spar. In the kit this assembly is provided in etched metal but unfortunately the actuating rods were very fragile and one set was broken on my example. I therefore attempted to rebuild some of the rods from thin brass wire. The outcome was not as neat as I had hoped and does not really stand up to close scrutiny. There is a flat bar joining the actuator support to the base of the rear strut. This seemed to be too long holding the whole assembly too far away from the strut. I trimmed this bit by bit until it was reduced to the correct length.

An added complication when positioning the top wing are the two pipes running from the gravity tanks in the wing into the fuselage. In order to get the pipes positioned correctly I sliced off the filler caps moulded into the top wing and drilled small holes at each of their locations all the way through the wing. The top wing was then put in position on its struts and held in

place with tape. The drill was passed through these holes and into the top of the fuselage. This ensured that the two sets of holes lined up exactly. Tube and rod were added to represent the outlet mechanism on the top of the front tank. The rear filler cap was reinstated using a disc of card cut with a punch and die set.

I felt that the undercarriage needed some attention, being an oversimplification of the real thing. This is represented in the kit as a spreader bar with an axle at each end. On the full size aircraft the axle did not pass all the way through the bar. There were two separate axles which were hinged within the spreader bar allowing upward and downward movement. In front of and behind these were fixed rods that ran the length of the spreader bar and through the undercarriage legs.

The axles were attached to these rods via bungee cords providing a degree of suspension when the aircraft touched down. The spreader bar was replaced with Contrail plastic strut material. Slots were cut into the ends to accept two pieces of brass rod to represent the axles. The ends of the fixed rods were represented with small pieces of plastic rod. The bungee cord was lycra thread wrapped around the axle and fixed with thin superglue.

The exhausts provided in the kit

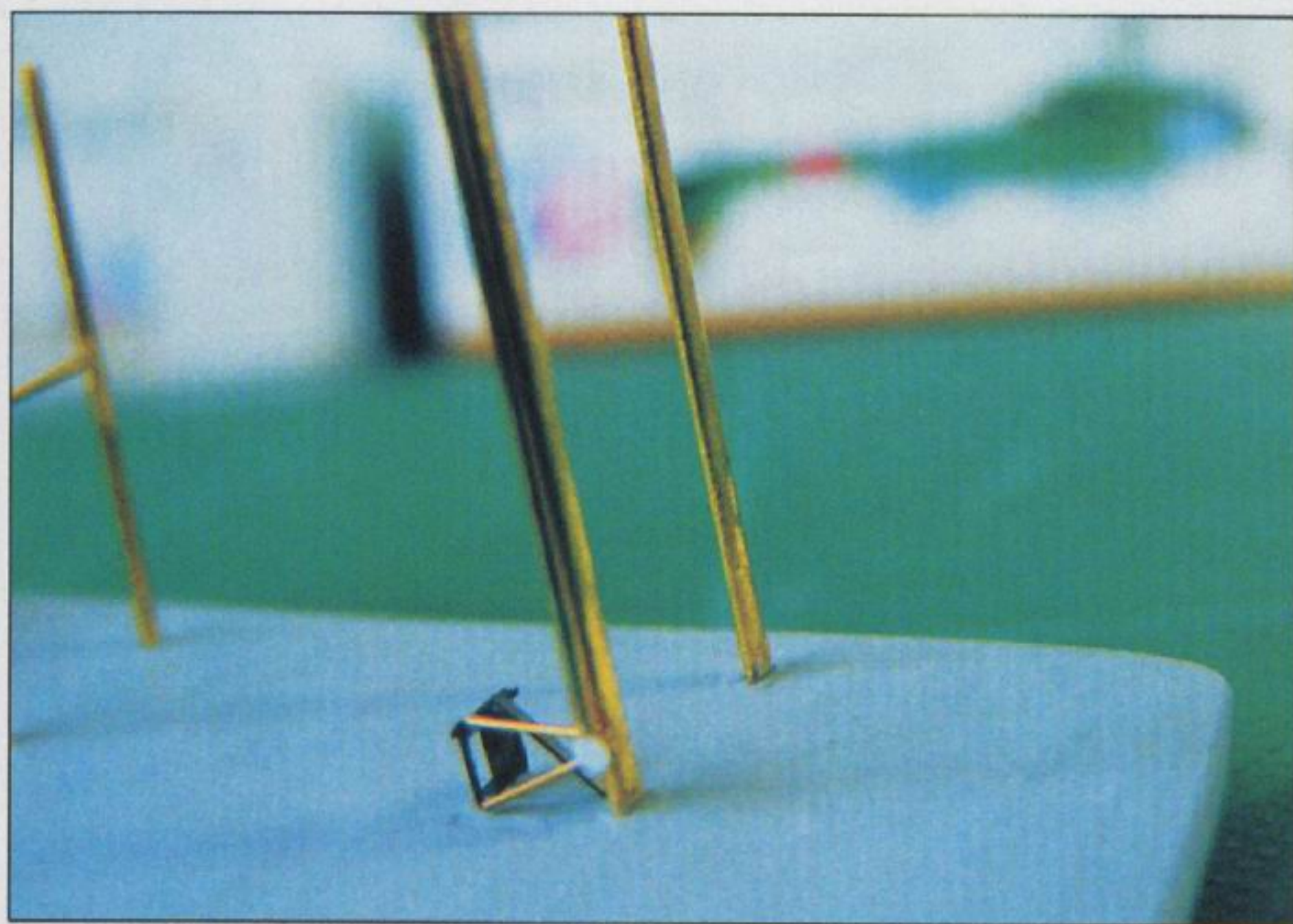
are OK after careful cleaning up but I thought that I would be able to improve on their appearance by using brass tube as a replacement. The front of each exhaust pipe was made from a piece of brass tube. This was held in a vice and a series of holes were drilled into the tube to accept small lengths of brass rod to represent the outlet pipes from the engine. The kit parts were used as a pattern here. Wartime photos of the Spad do not show the exhausts particularly clearly but photos of restored machines show a number of styles fitted. One of these has the rear portion of the exhaust pipe flared at the front much like the business end of a trombone. I represented this with a piece of copper tube heated in a gas flame with the end flared out with a compass point. The rear end was crushed with a pair of pliers. Use of tube in this way gives an open end to the exhaust, an improvement over the solid kit part. The locating marks for the exhaust in the forward fuselage were drilled all the way through to accept the engine outlet pipes.

Final additions before painting were the step on the port side of the fuselage, added from brass rod, and some holes drilled into the fuselage and tailplane to accept rigging and control wires.

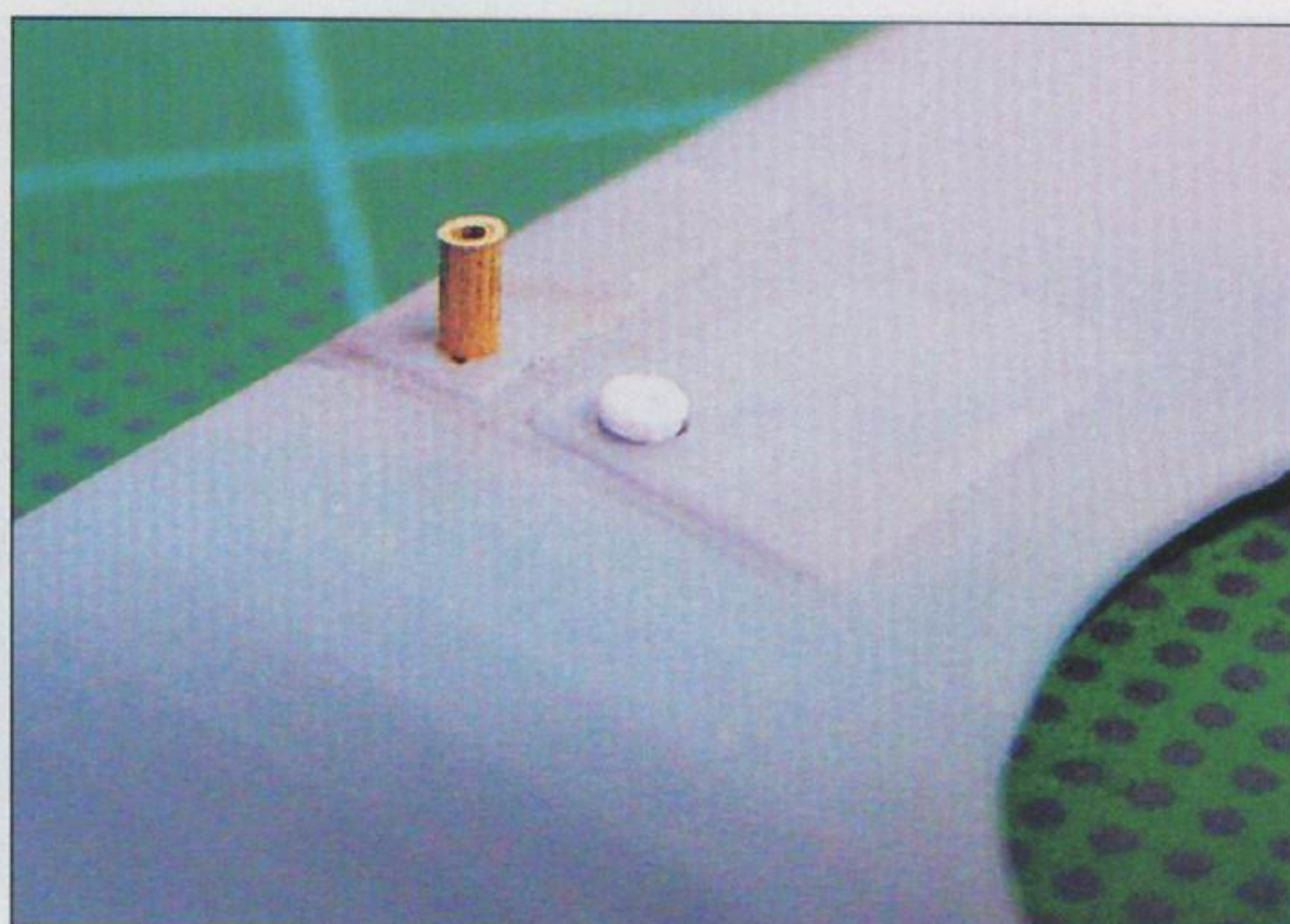
Colour Scheme

The first job was to undercoat the whole assembly to reveal any gaps and flaws. With these corrected I applied a rather restrained amount of pre-shading. I just pre-shaded the major panels and angles between the major parts. Attempting to pre-shade the whole airframe would probably have resulted in a mess; the wing ribs are too close together to shade separately. I decided to paint the rudder stripes rather than use the decals provided, just for a neater appearance. The airframe was sprayed using Xtracolor gloss enamel. I would have preferred to use acrylics as I personally find these easier to use. However their disadvantage is that they don't seem to brush paint as well as enamels. I was sure that there would be a lot of touching up to do with a brush, especially when the top wing was attached so I chose the enamels.

The spraying started with the grey nose panels, followed by the bleached linen underside and then the PC10 topcoat. PC10 seems to be reproduced by aviation artists in several shades from green to chocolate brown - RFC Spads frequently being depicted in the latter shade. The Xtracolor paint has a definite brown edge to it so this seemed appropriate to me. These colours were applied lightly to allow



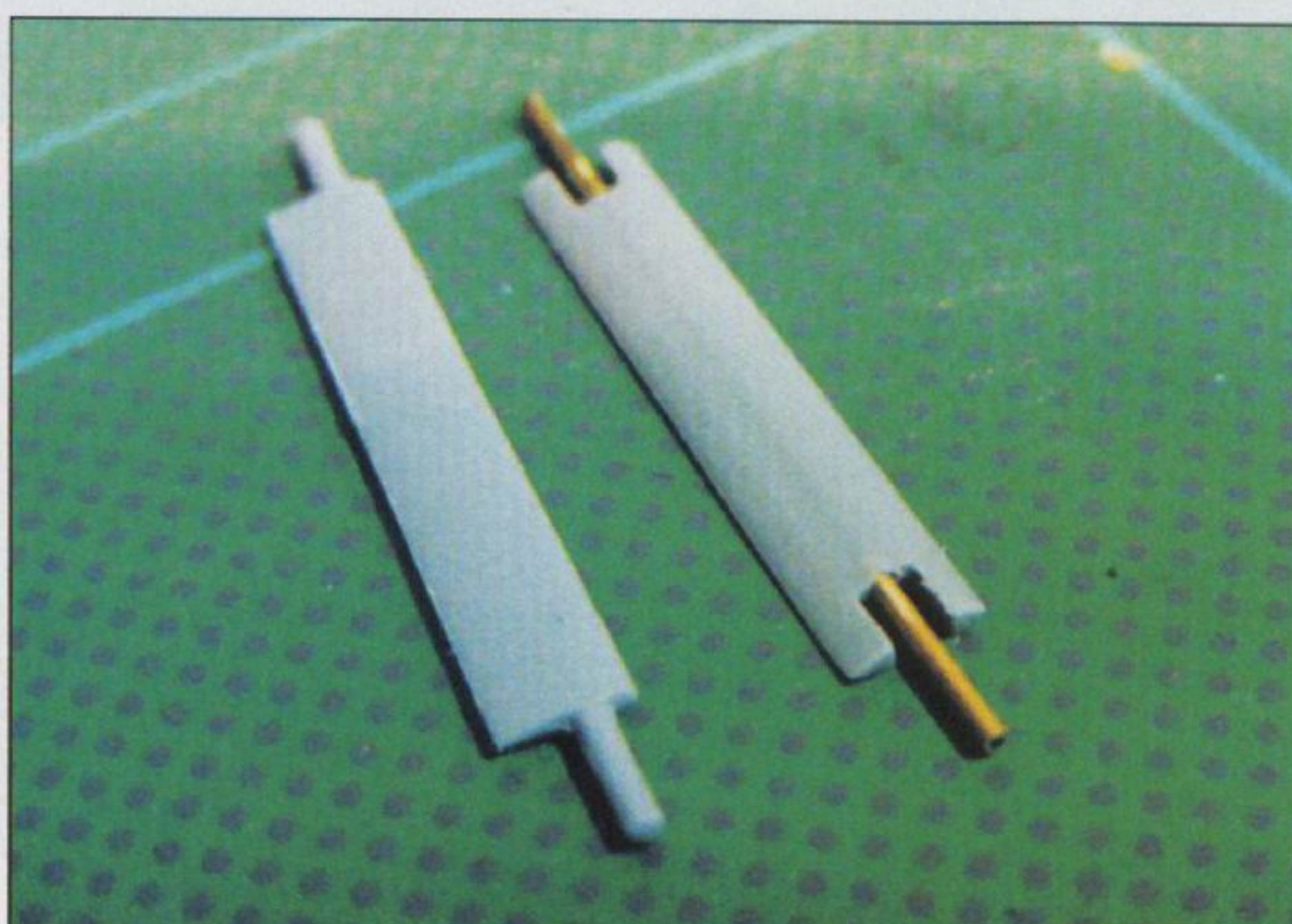
The actuator mechanism was built up from brass wire



The fittings for the upper wing tanks



The tubes on the lower surface ready to take brass rod pipes to lead into the fuselage



The axles on the undercarriage spreader bar replaced with brass tube

the preshading to show through. This also gave the PC10 a somewhat faded appearance which was pleasing, if perhaps not strictly accurate.

The painted airframe was allowed to dry and cure for about a week. A coat of Johnsons Klear was airbrushed on to seal the paint and a thin oil was applied around the recessed detail. This was done sparingly, black being used on the grey and PC10 areas and burnt umber on the bleached linen areas. This was resealed with another coat of Johnsons Klear. In the past I have had problems with silvering of the carrier film with some images applied over Johnsons Klear, so in preparation for decal application I applied an airbrushed coat of Humbrol Glosscote.

The decals are excellent. They are very thin but the colour density is very good indeed, which is fortunate as there are large areas of white over the dark PC10. Those applying the French or American roundels to a camouflaged top surface should not have any problems with the colour demarcation lines showing through. They responded well to Microsol setting solution, though as they are so thin I would be wary of using some of the more virulent setting solutions.

Final Assembly and Detailing

With the masks removed I added the

Vickers gun and its etched sight. This had been previously painted with gunmetal, lightly washed in black oil paint and then lightly drybrushed with Humbrol Aluminium. The four etched supports for the cabane struts were also added at this stage. The interplane struts were painted in light brown enamel and given a coat of Tamiya Clear Orange to represent wood. Be careful to thin this paint as it dries very quickly if used neat leading to a rather uneven result. The cabane struts, the aileron pushrods and their actuators were painted in the same grey used for the front of the fuselage.

There are four bands around each strut, presumably to strengthen the assembly. These are not all that apparent in wartime photos but are very clear on restored aircraft where I have seen examples in black, white and grey. I chose to represent mine with black decal film, though on reflection natural metal may have been more appropriate for an RFC machine. Microscale make sheets of coloured decal film in a number of colours which are ideal for this sort of thing. Wrapping a couple of thicknesses of the film around each strut location gives more of a three-dimensional appearance than could have been achieved with paint.

The tyres were painted in a medium grey before the wheels were

added to the undercarriage. While these aircraft operated from wet muddy fields, I am not really a fan of replicating heavy weathering on aircraft models so I limited weathering of the undercarriage parts to a little light drybrushing with brown.

The top wing was then attached. That short sentence covered several hours of work and much cursing as I tried to line the struts up with their location holes. Everything seemed to line up with everything else before I began painting the model but now for some reason nothing lined up with anything else. I placed the top wing on top of its struts, fixed it in place temporarily with Tamiya tape (avoiding applying tape to the roundels) and used thin superglue applied with a piece of brass rod to fix the struts in place. This runs nicely into the joint by capillary action. I had to carry out the predicted touching up on the underside of the top wing, around the tops of the struts, with a fine brush.

The rigging was done using steel wire rolled flat under a steel ruler. This was cut to length and attached to the base of the struts with white glue. On some WWI aircraft the rigging wires seem to be attached next to the struts and in these cases it may be appropriate to drill holes into the wings to accept these. On the Spad VII however the rigging was

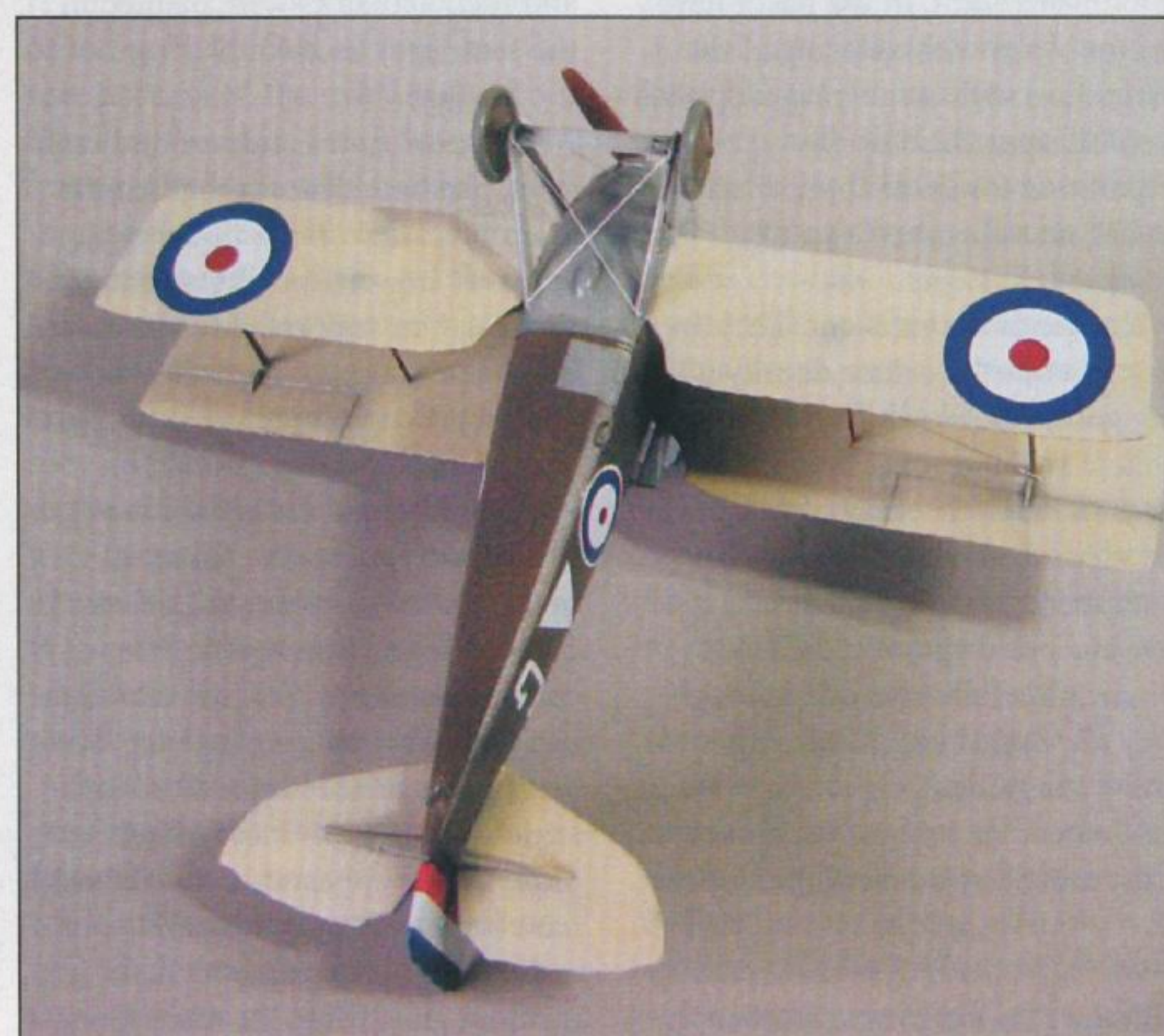
attached to the base of the struts themselves. While using rolled steel wire is my preferred method of representing rigging, I have noted with some enthusiasm in the pages of this and other publications the very neat and pleasing results obtained using stretched nylon thread. I will attempt this in the future but think that my first attempts at using this medium should be with a project of my own rather than something to be published in a magazine!

The windscreen was cut from a sheet of clear plastic using the punch and die set. The resulting disk was shaped with a scalpel and a mask applied so that the frames could be represented with a few coats of grey enamel.

The seat went in last of all with the etched shoulder straps being attached as if thrown out of the cockpit for a little extra interest.

In Conclusion

I enjoyed building this kit and it represents an important subject. The Spad VII has been made available in kit form in 1/48th scale before with a kit being produced by Blue Max and one by JGMT in resin. There may be others of which I am unaware. I am not sure if either of these is still available and this may be the only injection moulded kit around. I have made a number of



alterations to the basic kit but I'm sure that a perfectly acceptable replica could be made straight out of the box with no such alterations and replacements. I'm sure that there were other improvements that could be made by the more adventurous such as correcting the short fuselage, and perhaps replacing the stringer detail on the top and bottom of the fuselage to make it a little more distinct.

It is inevitable that there will be those who will look at this kit and compare it unfavourably with the later spectacular WWI offerings available from Eduard. However please note that when Eduard started making their WWI kits a few years ago they were a lot less polished than they are today. The WWI market may be a bit specialised and anyone deciding to produce a kit such as this may be taking a financial risk. Special Hobby are to be commended for this effort. I hope that this and the other recently released WWI kits do well for them. Put a little work into this kit and you will get a very attractive model. I look forward to any future releases from Special Hobby and to having a go at their Lloyd C.V and Sopwith Tabloid/Schneider kits in the near future.

Dai Williams

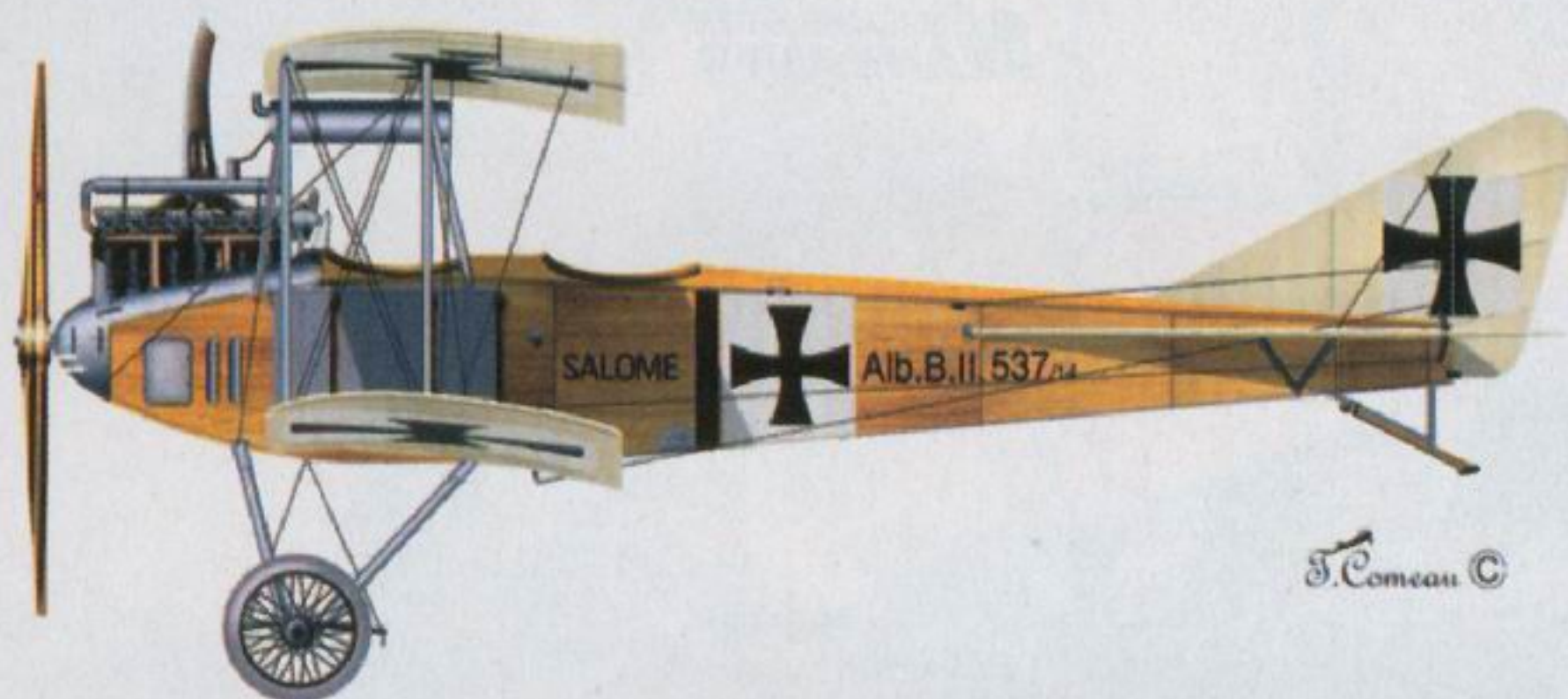
References

- Osprey Aircraft of the Aces No 39 'Spad VII Aces of World War I' by John Guttman. ISBN 1 84176 222 9
This is an excellent reference work though it concentrates on the people who actually flew and fought in the Spad VII rather than being a technical description of the aircraft itself. There are not many close-up detailed photos here. Nevertheless there is a set of 1/48th scale plans presented and a large number of colour illustrations for those wanting alternative colour options.
 - Glencoe Models Spad Scouts SVII - SXIII by J.M. Bruce
This work concentrates more on the aircraft itself with a description of the history of these two aircraft plus brief references to other interesting types such as the Spad XIV floatplane and the rather odd looking Spad XXII. There are a number of colour illustrations plus a number of clear drawings of unit insignia perhaps suitable for those wanting even more colour options!
 - Scale Aviation Modeller International Volume 6 Issue 11 (November 2000)
This issue of the magazine contains a set of 1/48th scale plans by Richard Caruana along with a brief history of the development and use of the Spad VII along with several excellent colour illustrations.
 - I understand that there was a Windsock Datafile on the Spad VII. This was one of the earlier issues though and I think that this may now be out of print.
- On the web a few interesting sites available at the time of writing:
- <http://www.wwi-models.org/Photos/Fre/SPAD7/index.html>
This site contains some very useful close-up images of a number of Spad VII's at various locations, though I am not sure if they are rebuilt, restored or replica machines. This is to be thoroughly recommended to anyone building this kit.
 - <http://www.cbmp.com/profiles/quarter1/spad7.htm>
The above site has a number of images showing camouflage patterns.
 - www.theshop.com
The 'Fold and Hold' device may be obtained from the Small Shop, recommended for dealing with etched brass parts, particularly those with multiple folds.



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Quick Look

by Jacques Niot

Morane Saulnier MS.472 Vanneau II

First studies for the Vanneau two-seat training aircraft started during the war, soon after the armistice in the non-occupied zone of France, but the prototype only flew in 1945. During the following years, several sub-types were developed depending on engine availability but two main versions were to be produced in relatively large numbers. The MS.472 Vanneau II powered by a SNECMA (formerly Gnome et Rhône) 14m radial engine and the MS.475 Vanneau V which received the Hispano-Suiza 12Y initially intended for the Dewoitine D.520 and which gave much better performance. 230 and 200 aircraft respectively were produced, notwithstanding an additional 70 for the Aeronavale (MS.474). These aircraft were extensively used for training of the Armée de l'Air 'reserves' in France and North Africa until 1957 when the North American T-6G took over.

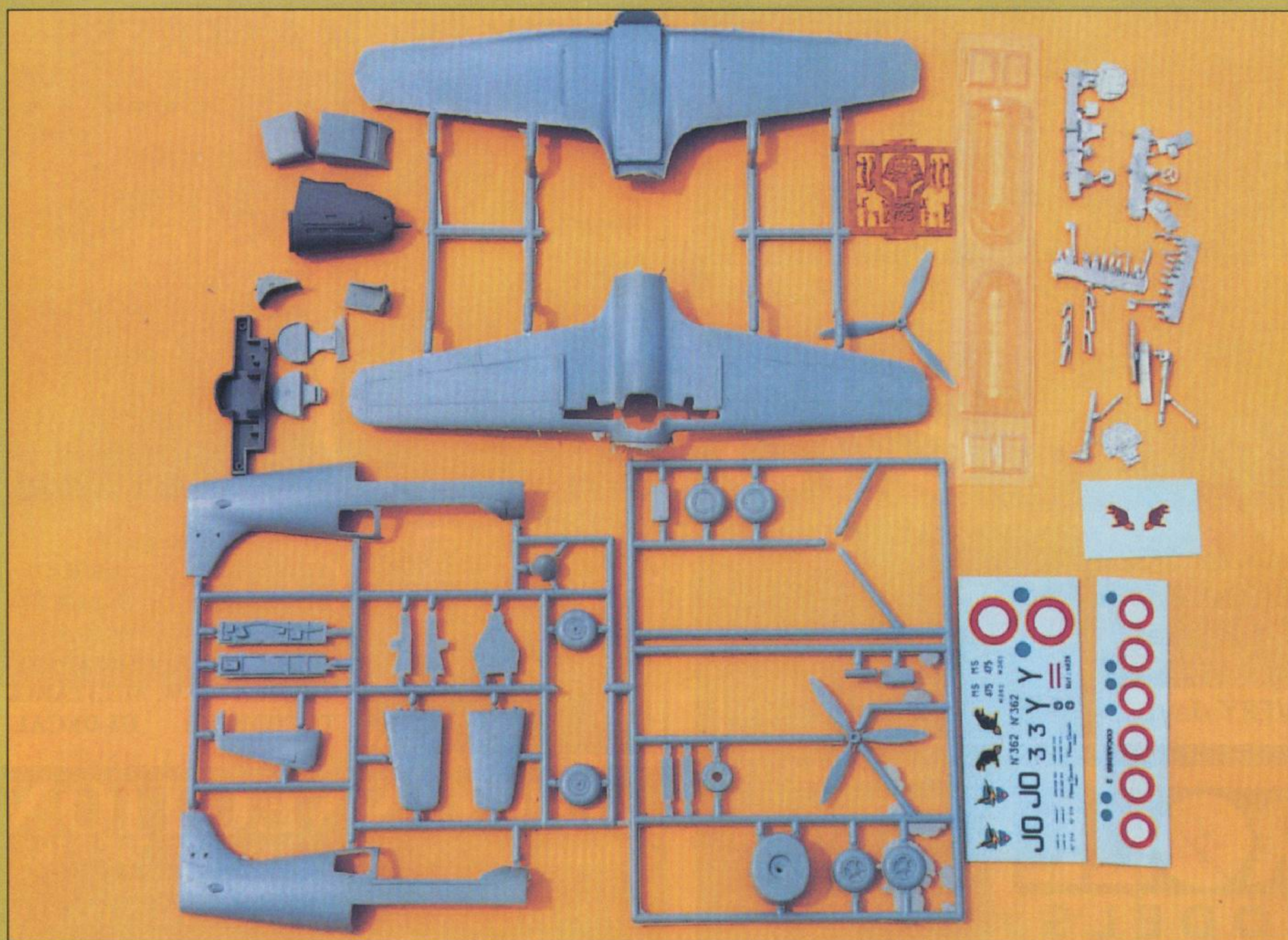
Both models were simultaneously released by Fonderie Miniature shortly before the Paris Model Show and show the usual excellent qualities we expect from this



manufacturer: accurate dimensions and overall contours, sharply recessed panel lines, excellent decal sheet and a very clear acetate transparency with a spare. The

four-page instruction sheets are bilingual and a nice etched fret, including the Morane Saulnier logo applied on the cowl of some aircraft, is also supplied.

A word of warning. As several sprues are common to both versions, some parts are to be discarded from either version, so check the instructions carefully.



& Morane Saulnier MS.475 Vanneau V



Morane-Saulnier MS.475 Vanneau

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 Components: Plastic 29 (Grey), Resin 8, Metal 24, Etched 14, Clear 6
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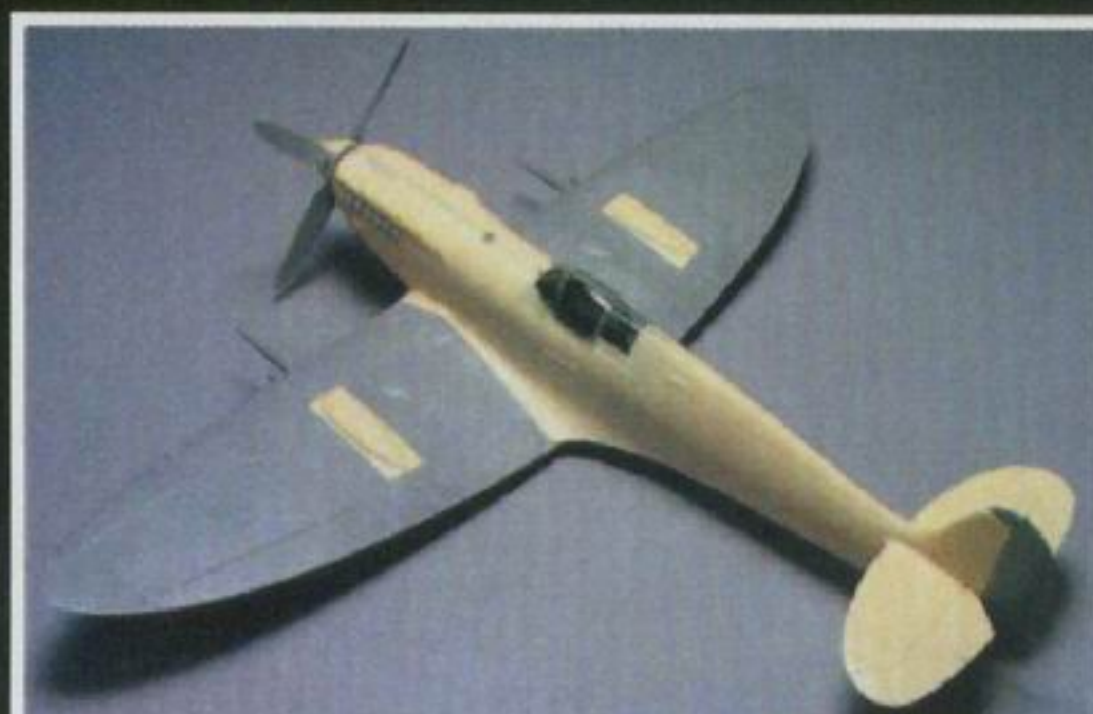
Morane-Saulnier MS.472 Vanneau

Scale: 1/48th
 Kit No: 6027
 Price: £TBA (€38.00)
 Production: Limited
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Type: Limited-run Injection Moulded Plastic, Resin, White-Metal, Etched Brass & Vac-formed Clear Plastic
 Components: Plastic 31 (Grey), Resin 6, Metal 24, Etched 14, Clear 6
 Decal Options: 1
 Manufacturer: Fonderie Minitaure S.A.R.L. (FM.)
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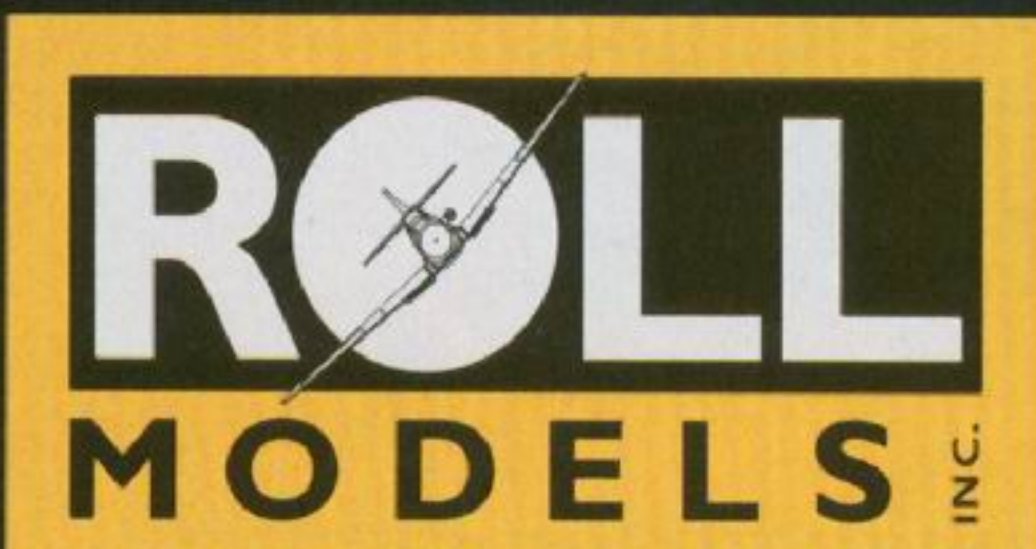
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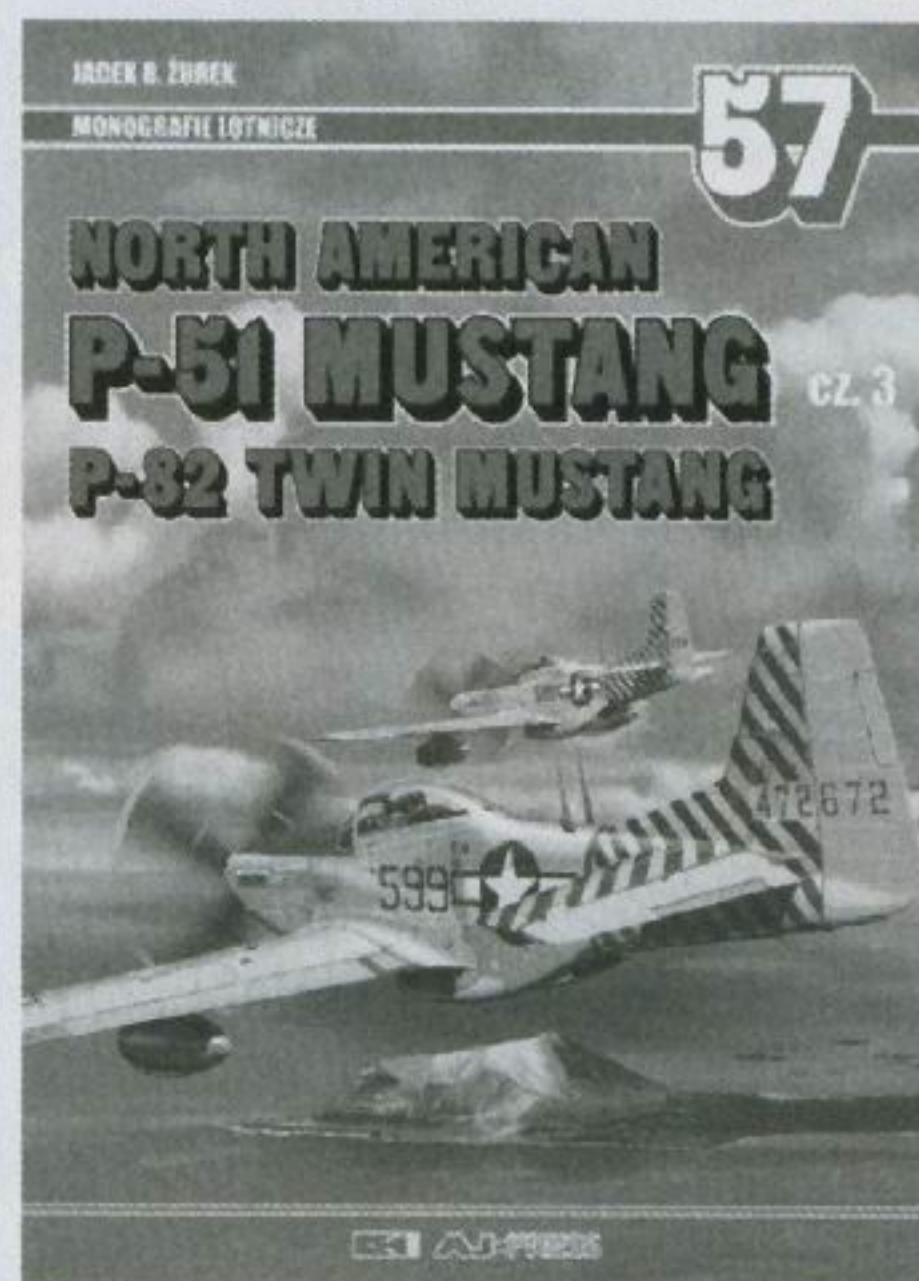
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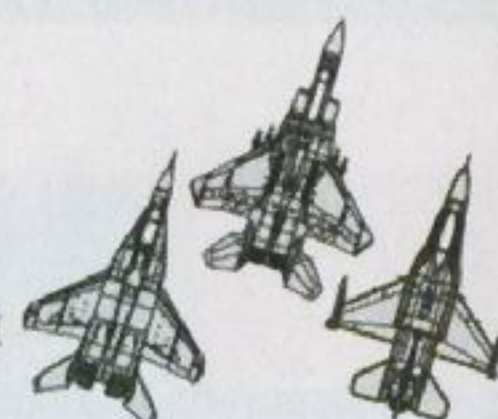
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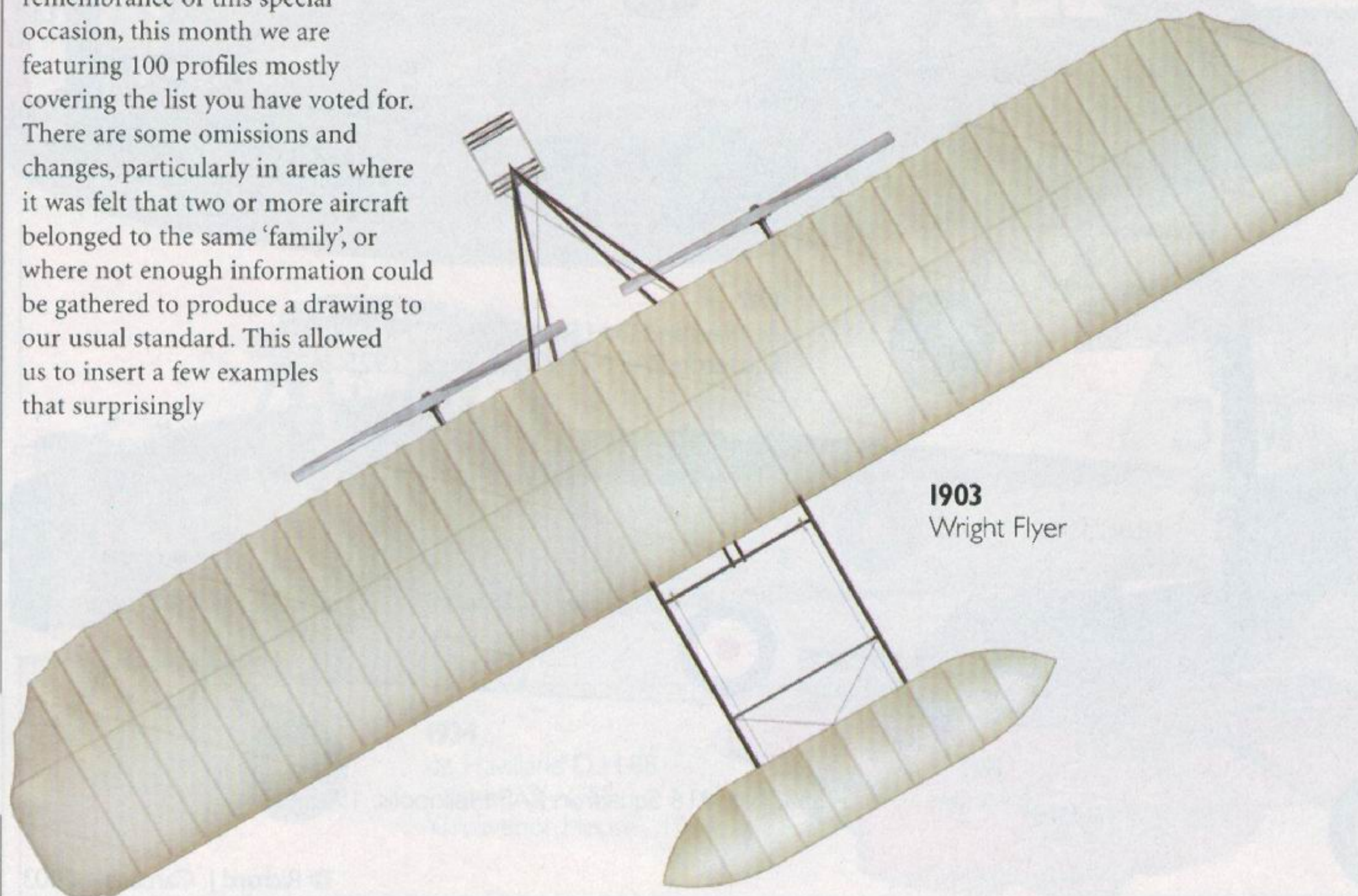
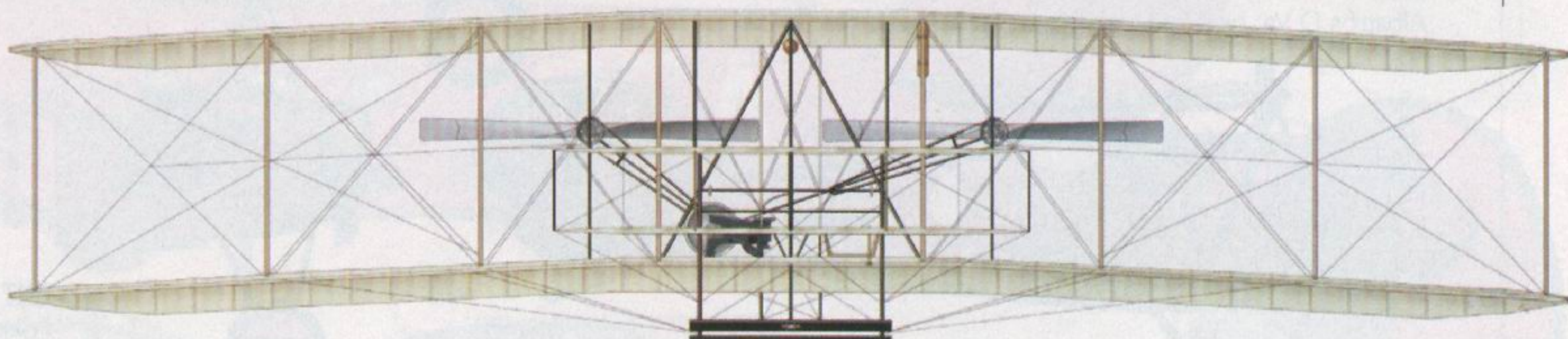
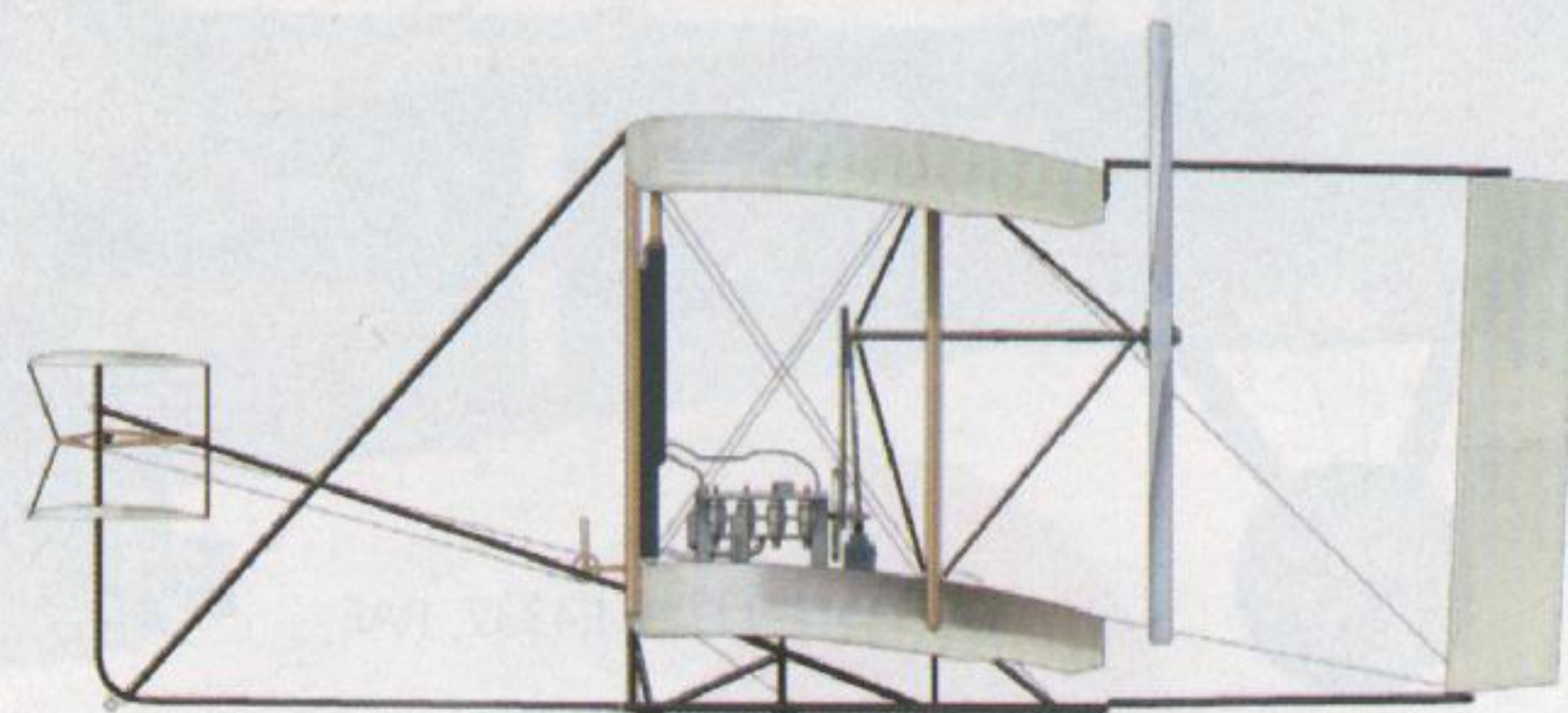
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A flight of 12 seconds in a fragile biplane at Kill Devil Hill, Kitty Hawk, marked the beginning of a new era – the age of powered flight by man. Wilbur and Orville Wright performed that historic feat on 17 December 1903. The toss of a coin chose Orville as the pilot for the first flight of that day, covering a distance of 120 feet (36.6m), followed by other flights by both brothers later on that same day.

To celebrate the centenary of this important milestone in man's history, we ran a poll earlier this year asking our readers to vote for the 100 aircraft they consider as having contributed to the development registered in aviation during this period; the results are carried at the back page of this special supplement.

As a small contribution in remembrance of this special occasion, this month we are featuring 100 profiles mostly covering the list you have voted for. There are some omissions and changes, particularly in areas where it was felt that two or more aircraft belonged to the same 'family', or where not enough information could be gathered to produce a drawing to our usual standard. This allowed us to insert a few examples that surprisingly



1903
Wright Flyer

enough did not make it into the top 100, but which we believe deserve to be included.

A small final note regarding scales of drawings. As can be expected, no uniform scale could be used for such diverse types. Wherever possible the profiles are in 1/72nd scale, moving down the popular scales for larger types, i.e. 1/96, 1/144, etc all the way down to 1/400.

This celebration is in honour of all those men who worked and, in many instances, sacrificed their lives, in promoting the development of aircraft technology. Their exploits have in some way inspired all of us to take up our interest in aviation, in all its different forms. May these men and their magnificent flying machines be remembered for many more years to come.

Richard J. Caruana
December 2003



1909
Bleriot XI, 6B, French Air Corps



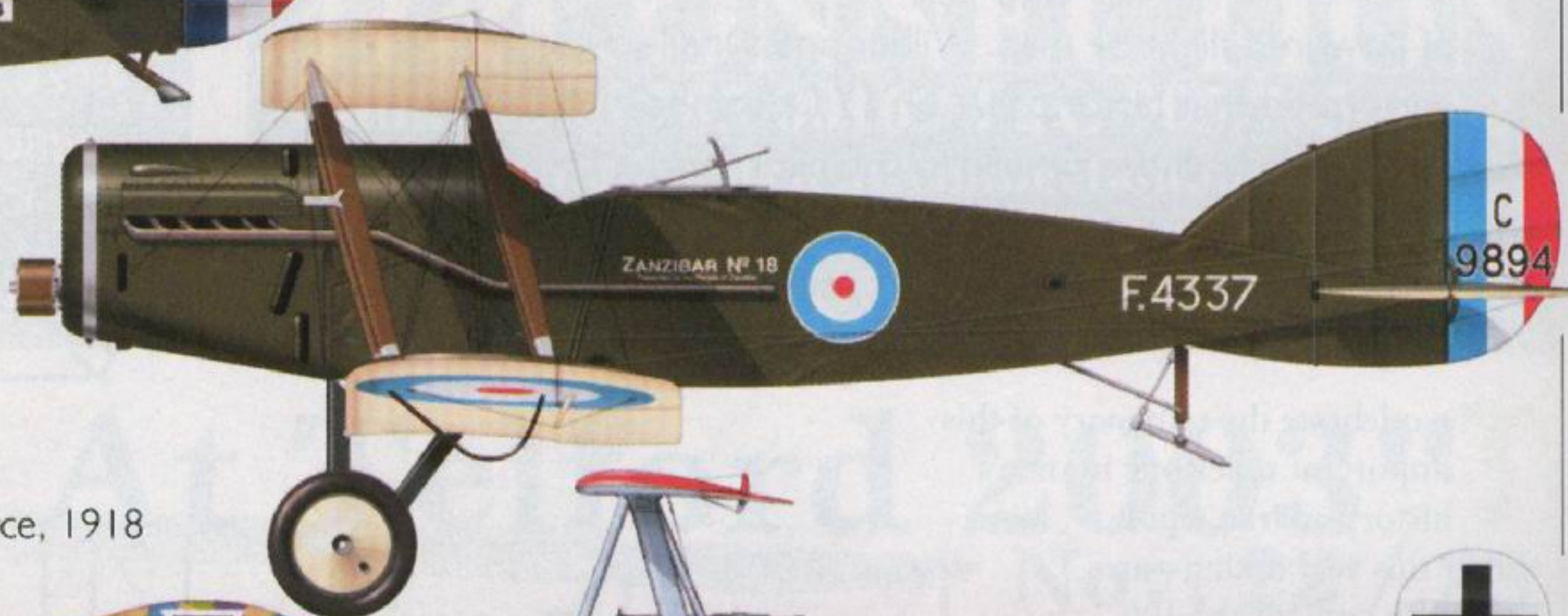
1913
Avro 504K, A3-17, RAAF, Point Cook, 1922

1916
Bréguet 14B2, No. 102, 117e
Escadrille, French Military Air Arm, 1918

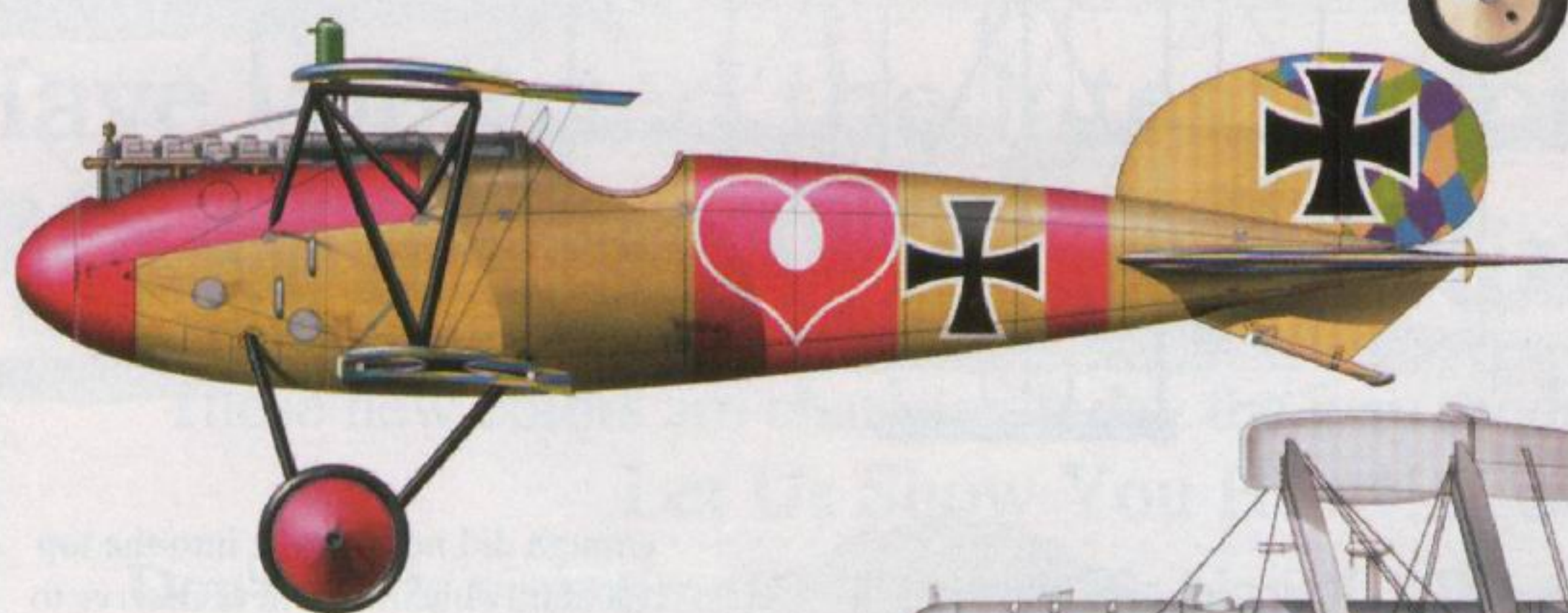


1916
Sopwith Camel, F6314, No. 65 Squadron, RAF, 1918

1916
Bristol F.2B, F.4337, RAF



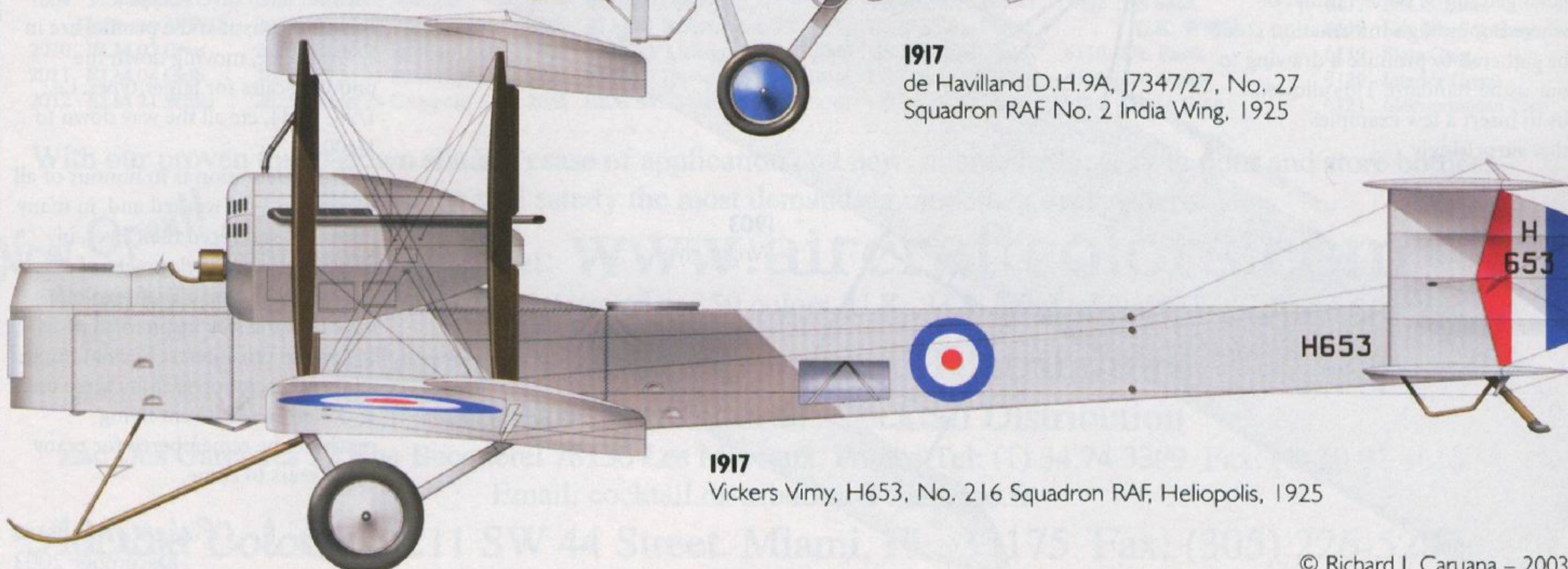
1917
Albatros D.Va, believed to be from Jasta 1 German Air Force, 1918



1917
Fokker Dr I, Jasta 26,
German Air Force 1918



1917
de Havilland D.H.9A, J7347/27, No. 27
Squadron RAF No. 2 India Wing, 1925

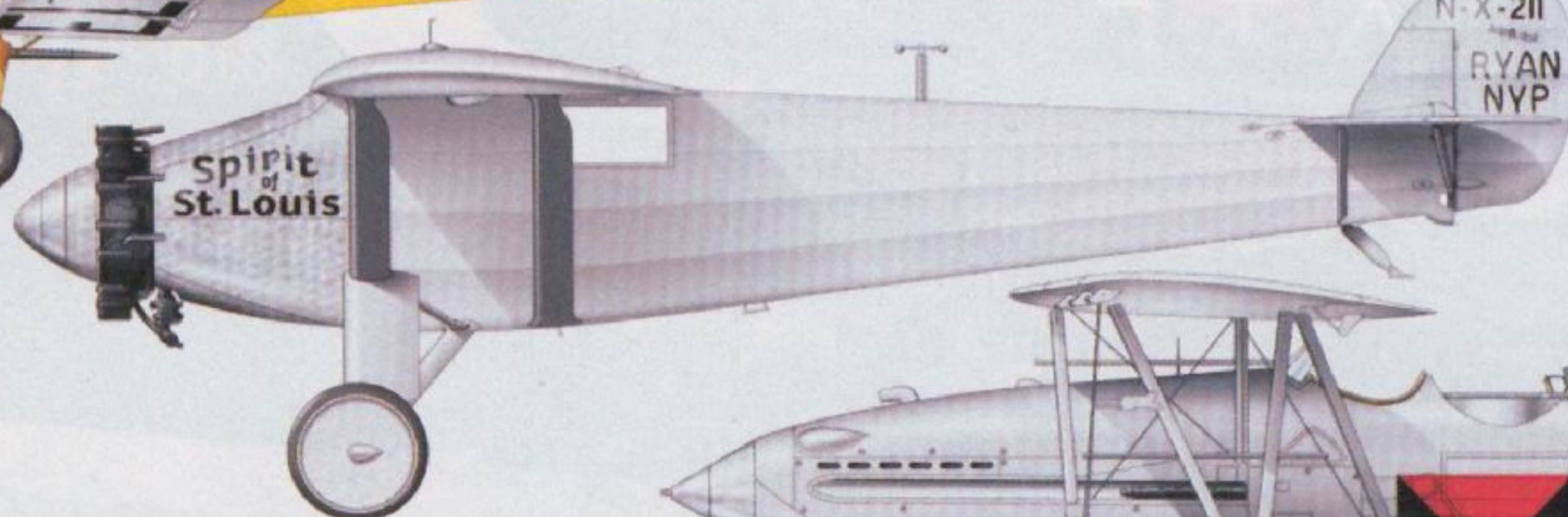


1917
Vickers Vimy, H653, No. 216 Squadron RAF, Heliopolis, 1925



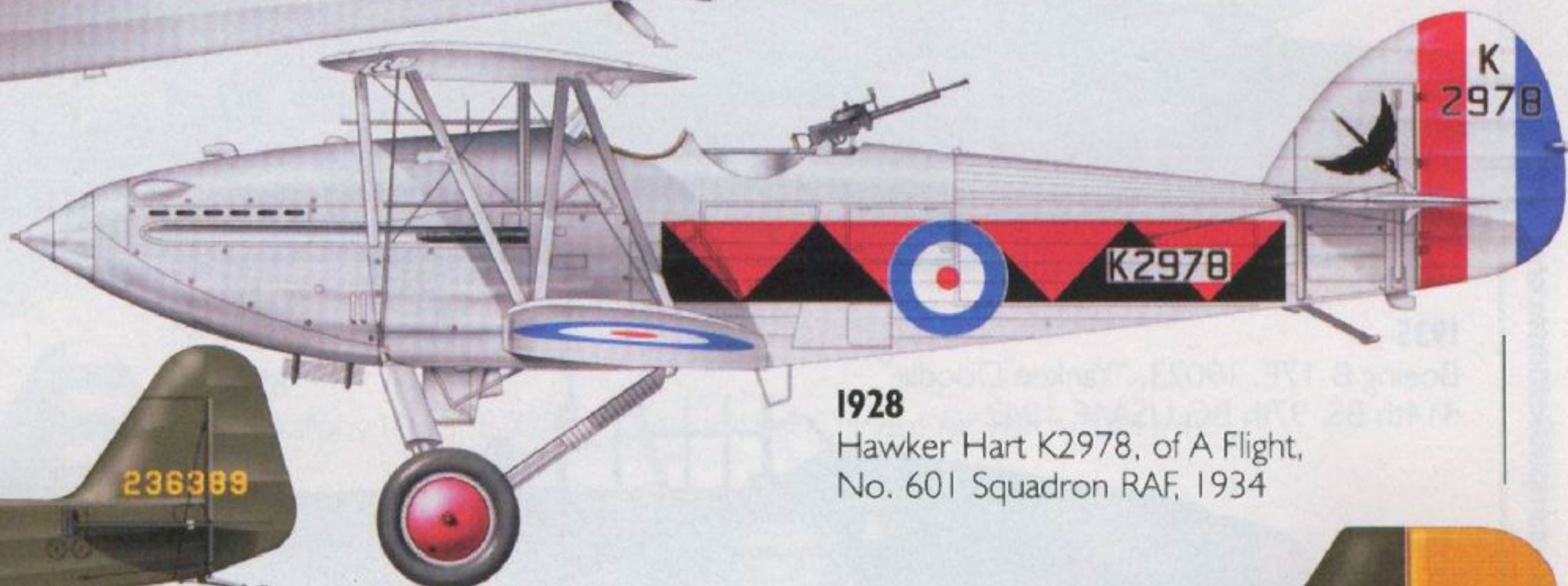
1925

de Havilland Tiger Moth, Liverpool Aero Club, 1936-39



1927

Ryan NYP 1927, N-X-211, 'Spirit of St. Louis'



1928

Hawker Hart K2978, of A Flight, No. 601 Squadron RAF, 1934



1930

Piper L-4 Cub, 42-36389, USAF, North Africa, 1942

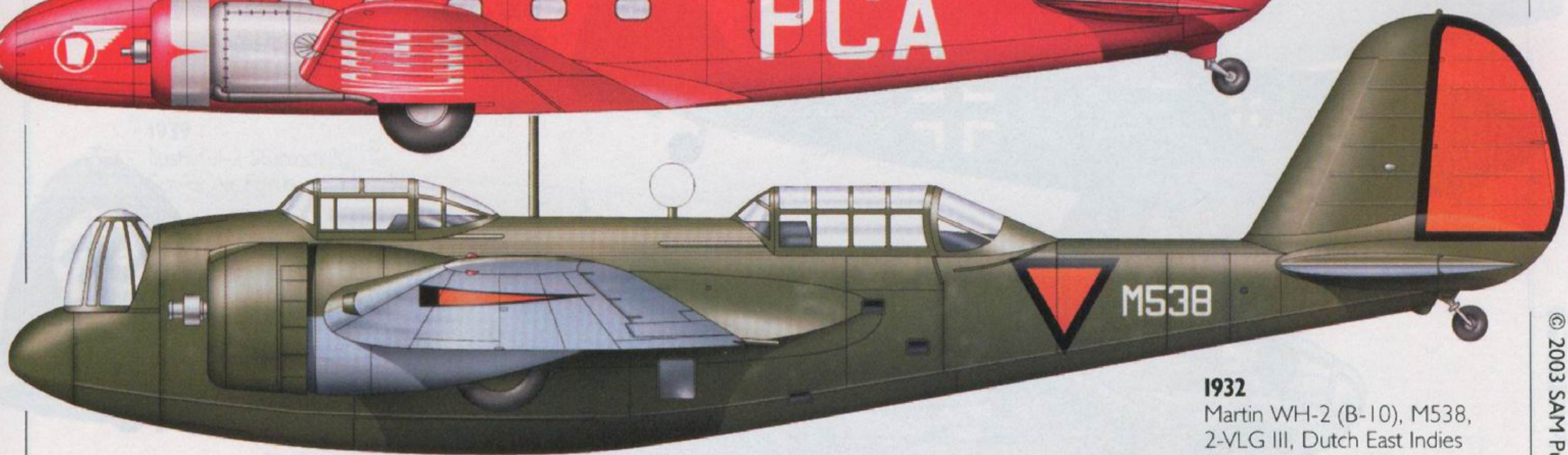
1930

Junkers Ju 52/3m, 2nd Staffel, I/KGzbV.I, Luftwaffe, 1941



1933

Boeing 247D, NC13359, Penn Central Airways



1932

Martin WH-2 (B-10), M538, 2-VLG III, Dutch East Indies Army Aviation, 1942



1934

de Havilland D.H.88 Comet, G-ACSS 'Grosvenor House', 1934

1934

Fairey Swordfish I, L2810/3UM, No. 815 Squadron FAA, 1940



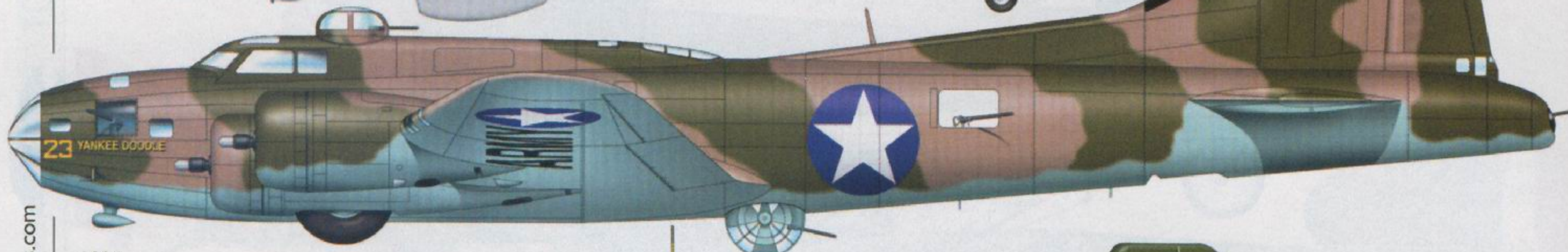
1935

Hawker Hurricane Mk IIC, 582, XV Esquadilha, Portuguese Air Force, 1948



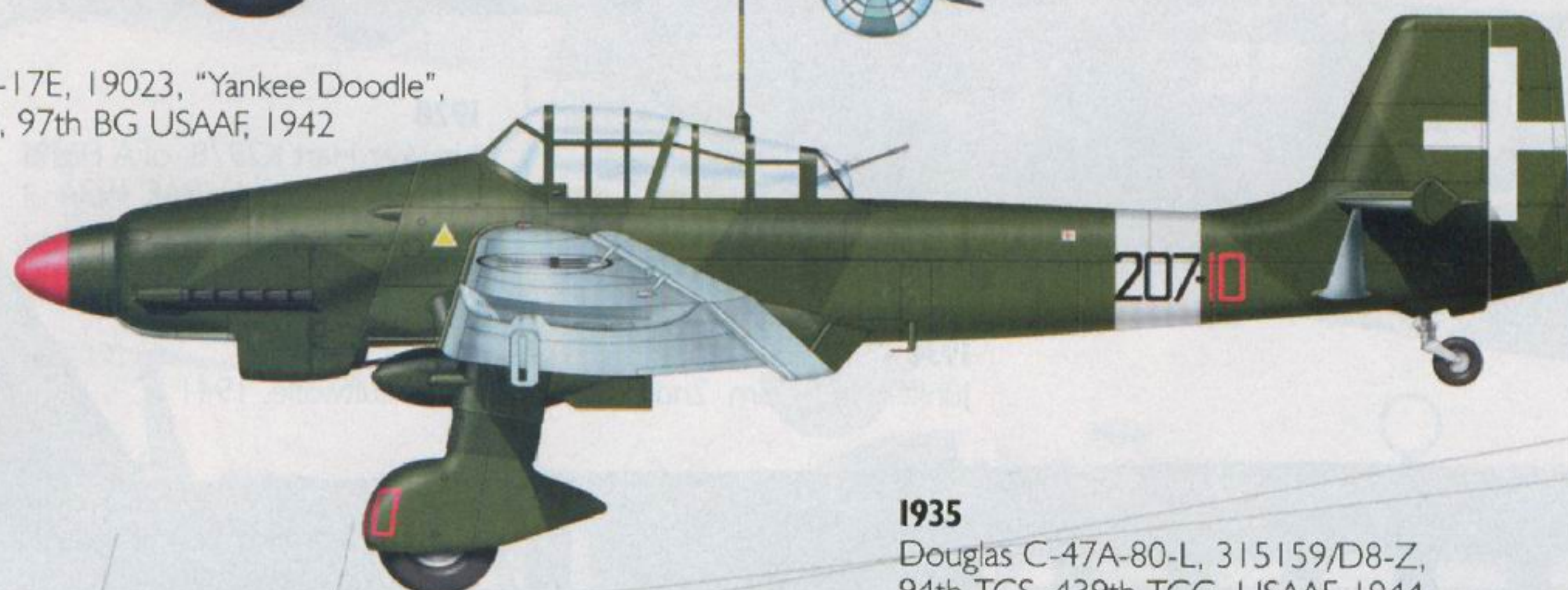
1935

Boeing B-17E, 19023, "Yankee Doodle", 414th BS, 97th BG USAAF, 1942



1935

Junkers Ju 87D-3, 207a Squadriglia, Regia Aeronautica, 1943



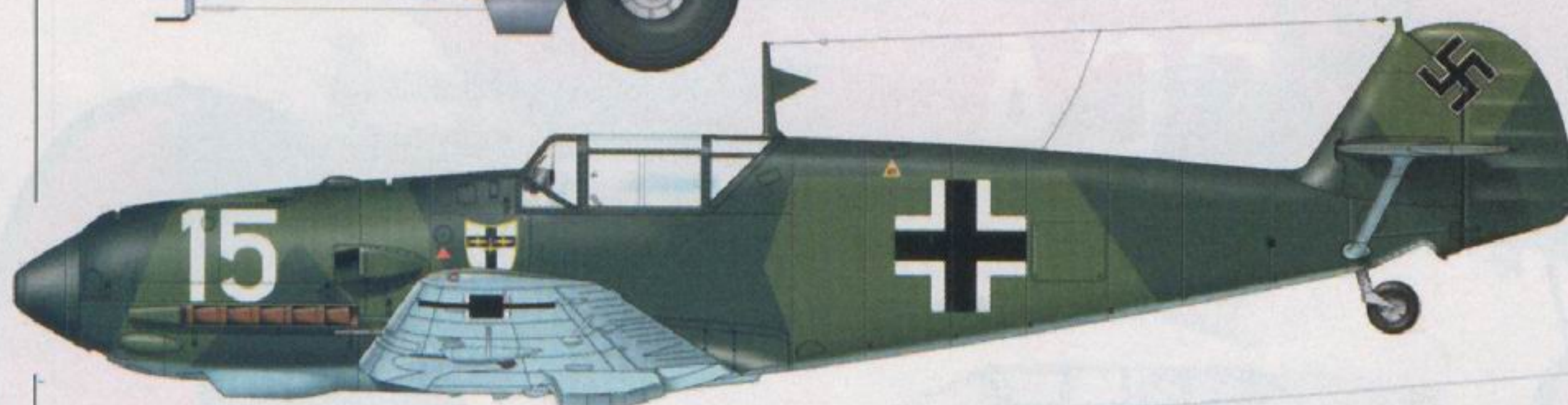
1935

Douglas C-47A-80-L, 315159/D8-Z, 94th TCS, 439th TCG, USAAF, 1944



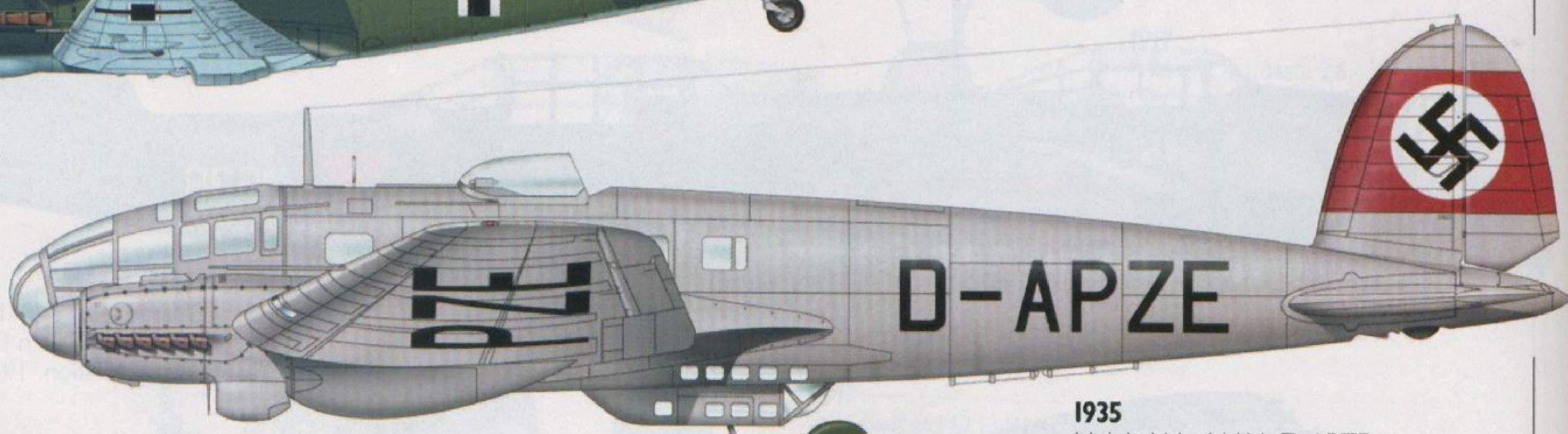
1935

Messerschmitt Bf 109E-1 of JG.27, September 1939



1935

Heinkel He 111H, D-APZE, Kontrollinspektion Afrika



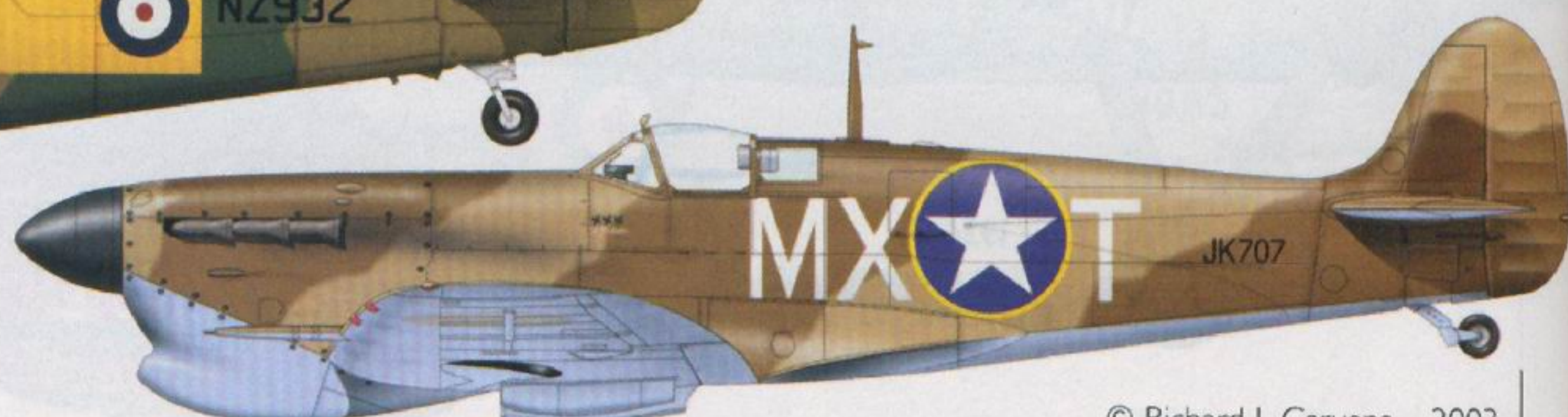
1935

North American Harvard II, NZ932/32, RNZAF, 1942



1936

Supermarine Spitfire Vb, JK707/MX-T, 307th FS, 31st FG USAF, Gozo 1943



1936

Short S.23 'C' Class Empire Flying Boat 'Clio'/G-AETY



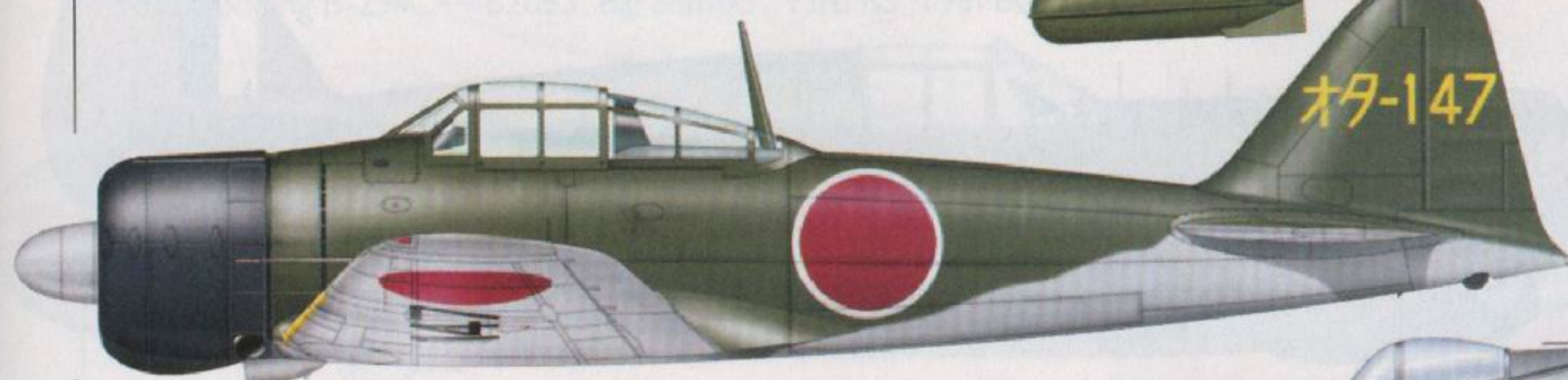
1938

Polikarpov I-153, P-7275/75, Nationalist Chinese Air Force, 1941/42



1939

Focke Wulf Fw 190F-8, W-251/21, 102/2 FBS, Hungarian Air Force, 1944-45



1939

Mitsubishi A6M2, Otu Kokutai, Japanese Air Force 1944

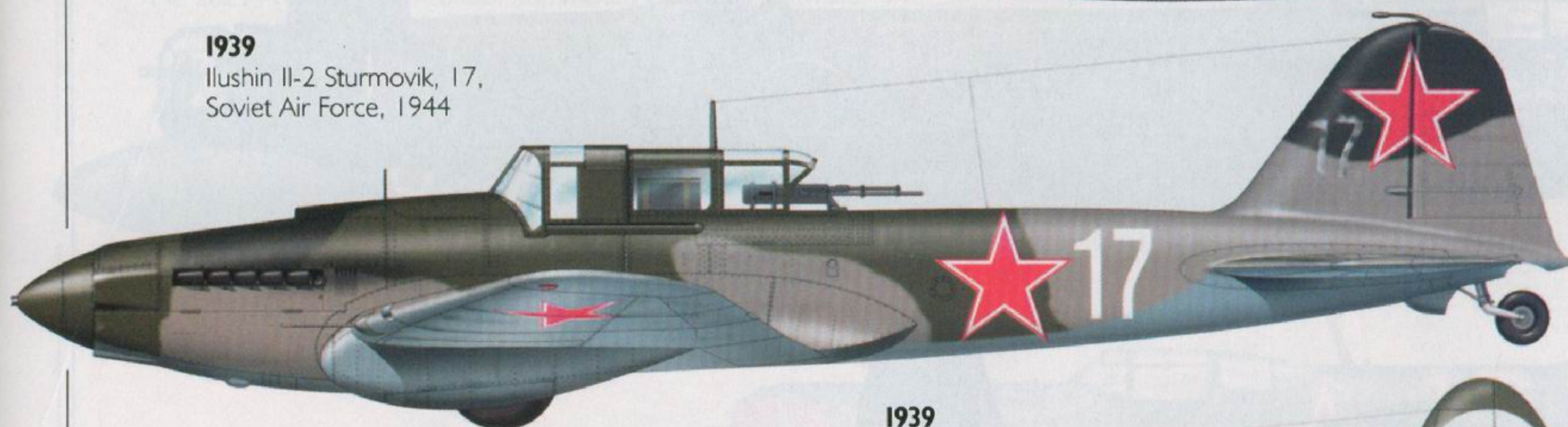
1939

Heinkel He 178V I, 1939



1939

Ilushin Il-2 Sturmovik, 17, Soviet Air Force, 1944



1939

Lockheed P-38J-10, E-CL, 77th FS, 20th FG, USAF, 1943



1940

Vought F4U-1A Corsair, '21' of VF-17 USN, 1943



1940

de Havilland Mosquito J.30 (Mk XIX), E-1, FI Wing, Swedish Air Force



1940

North American RF-51D, 44-11913/RF-913, 45th TRS, 67th TRG USAF, 1951



1940

Yakovlev Yak-1, '85', Soviet Air Force, winter 1941-42



1940

Kittyhawk Mk I, AK772/GA-Y of No. 112 Squadron RAF, 1943



1941

Avro Lancaster B Mk III, ED539/PO-V, No. 467 Squadron RAF, 1943



1941

Gloster E.28/39, W4041/G, 1941

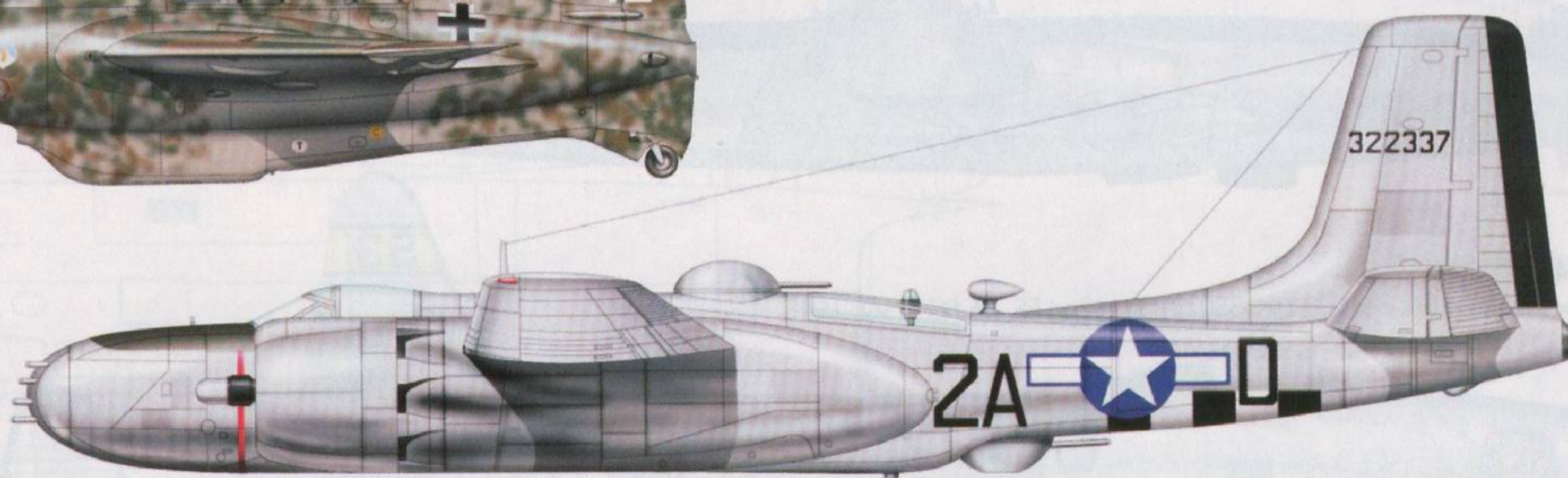
1941

Republic P-47D Thunderbolt, 27890/QP-B, 334th FS, 4 FG USAAF, 1945





1941
Messerschmitt Me 163B, Weiss 42,
training Gruppe III/JG400



1942
Douglas A-26C Invader, 43-22337/2A-D, 669th
BS, 416th BG, USAAF, 1945



1942
CAC CA-13 Boomerang II, A46-167/Z,
No. 85 Squadron RAAF, 1944

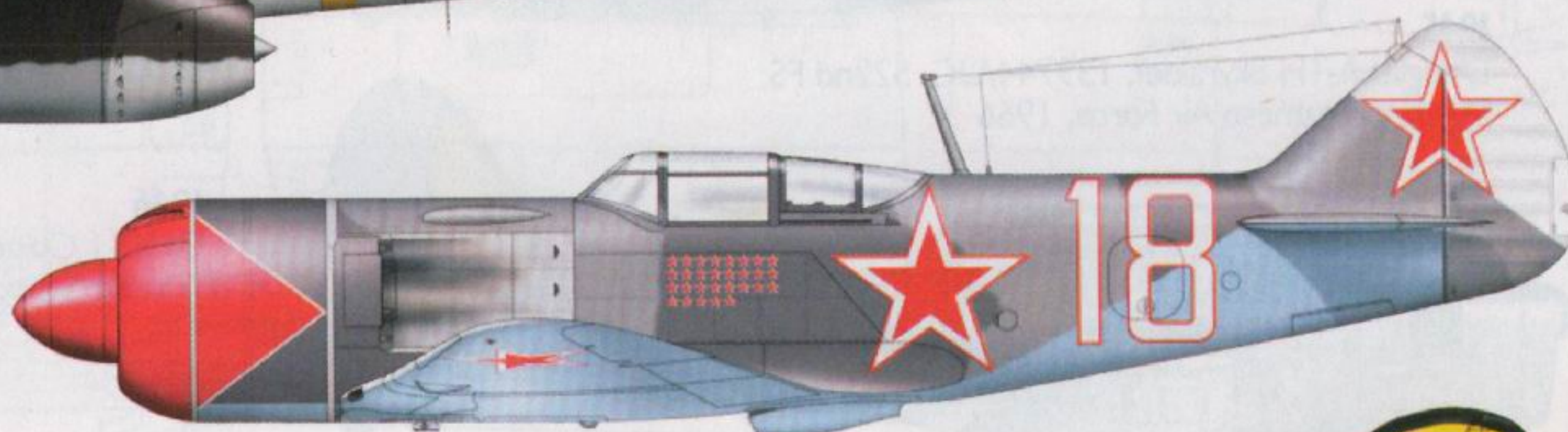


1942
Boeing B-29A, 44-62063 'Big Shmoo', 93rd BS, 19th BG, Kadena, 1950



1942
Me 262 A-1a, 'B'W.Nr. 110400, Kommando Nowotny, Luftwaffe 1944

1943
Lavockin La-7, 176th GFAR,
Soviet Air Force

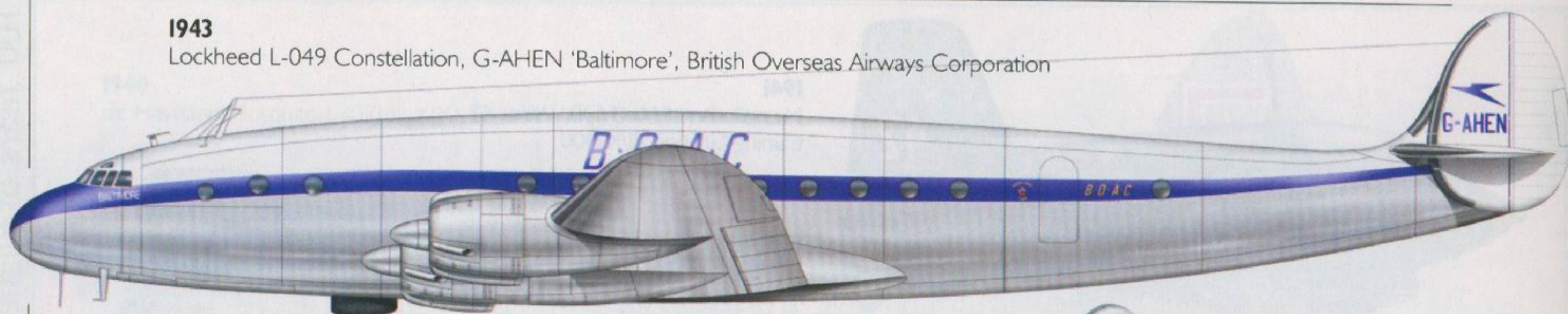


1943
Gloster Meteor Mk 8, WL123/H of N° 111 Squadron RAF



1943

Lockheed L-049 Constellation, G-AHEN 'Baltimore', British Overseas Airways Corporation



1944

Lockheed F-80A, FN-022 (44-85022)/53, 62nd FS, 56 FG USAF, 1948

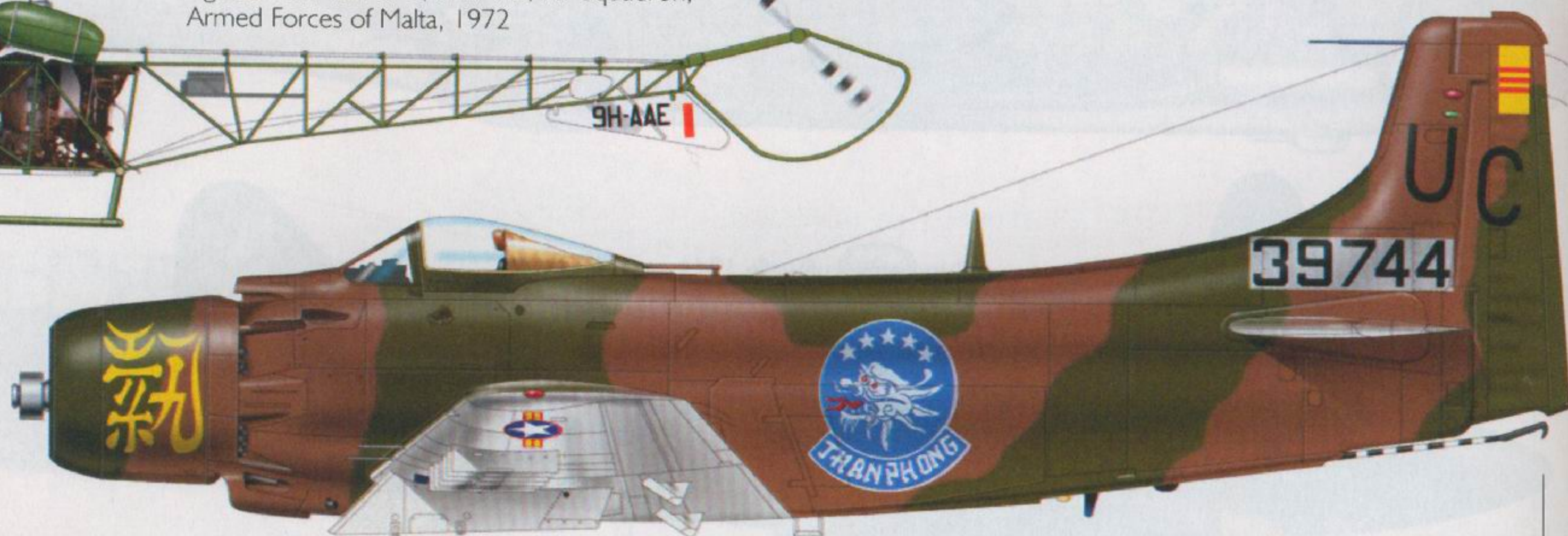


1944

Boeing KC-97L, 123-03, of Esquadron 123, Spanish Air Force, 1975

1945

Agusta-Bell AB47G-2, 9H-AAE, Air Squadron, Armed Forces of Malta, 1972



1945

Douglas A-1H Skyraider, 139744/UC, 522nd FS, South Vietnamese Air Force, 1966



1946

DHC-1 Chipmunk T.20, Basic Flying Training School, Irish Air Corps

1946

North American F-86F, 51-2910/FU-910, 39th FIS USAF, 1953



Scrap view of early Kfir C1 version without nose
strakes and engine intake canards

IAI KFIR C1
PORT PROFILE

Israeli Aircraft Industries Ltd

Kfir

IAI KFIR C2
PORT PROFILE

Deepened
ventral fairing

These doors usually close
after undercarriage is retracted

Addition of chaff dispenser and rear camera; these were also
retrofitted to Kfir C1s which were still in service

IAI KFIR C2
STARBOARD PROFILE

IAI KFIR C7
PORT PROFILE

IAI KFIR TC2
STARBOARD PROFILE

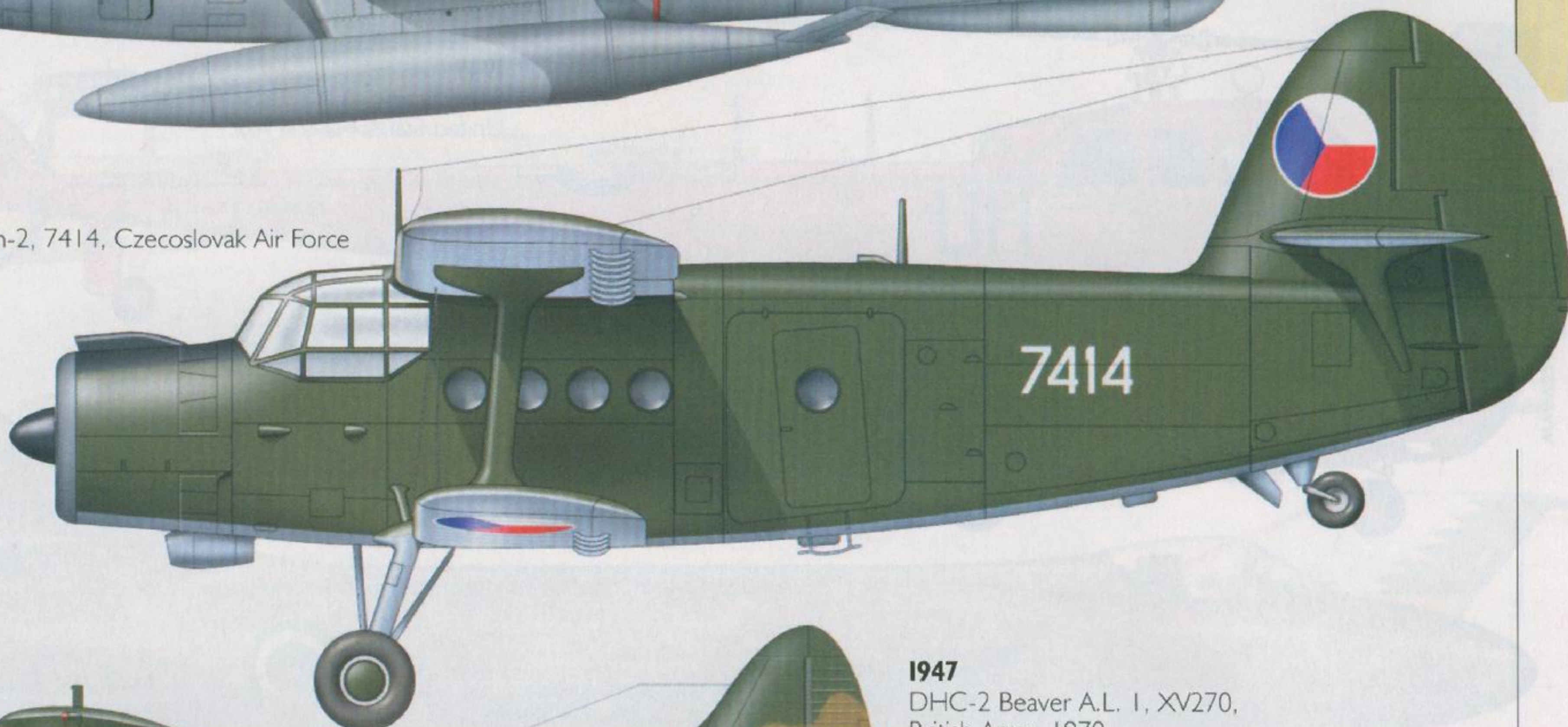
1946

Republic F-84F, 53-6451/FU-78, N° 31 Squadron, Belgian Air Force



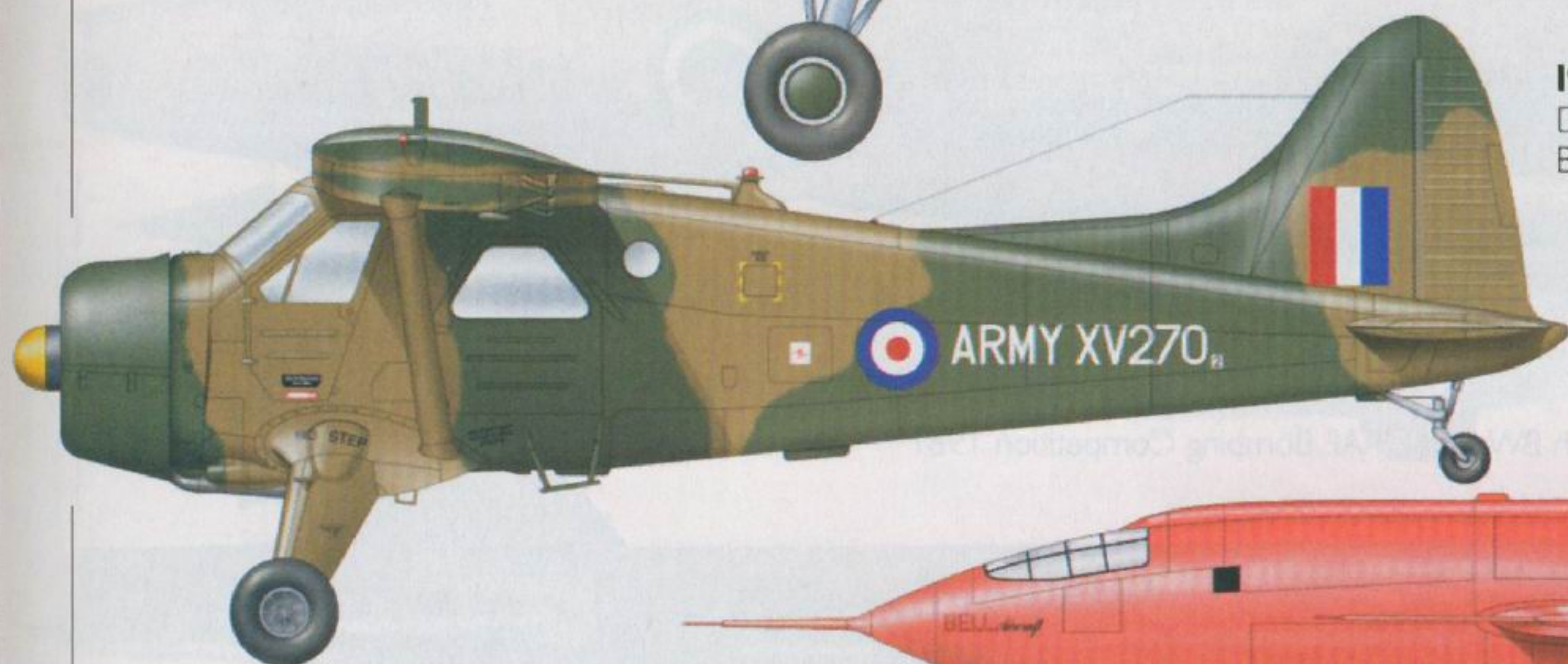
1947

Antonov An-2, 7414, Czechoslovak Air Force



1947

DHC-2 Beaver A.L. 1, XV270, British Army, 1970



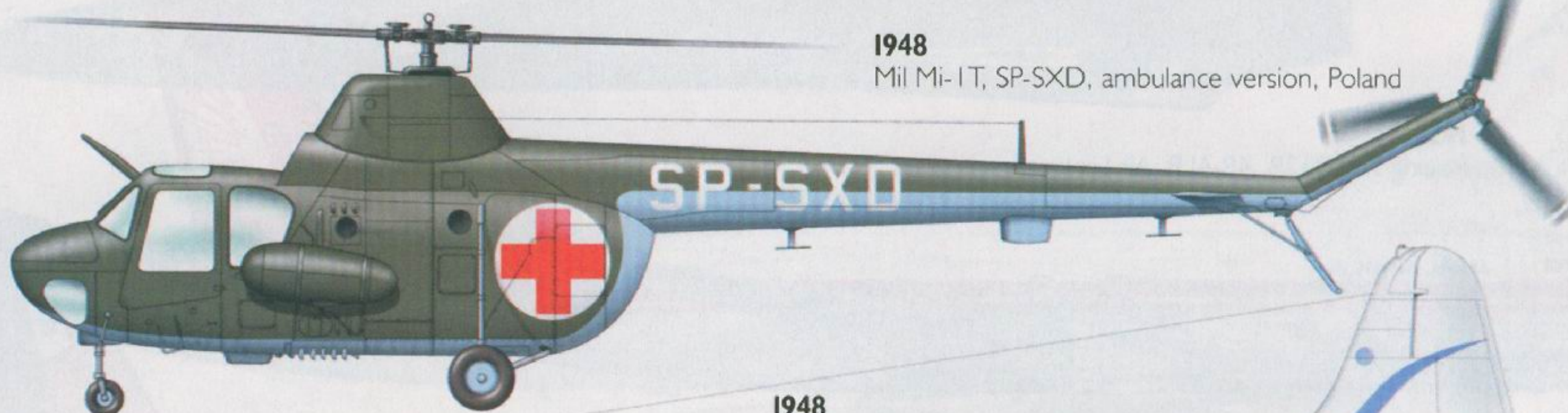
1947

Bell X-1, 46-063, 1948



1948

Mil Mi-1T, SP-SXD, ambulance version, Poland



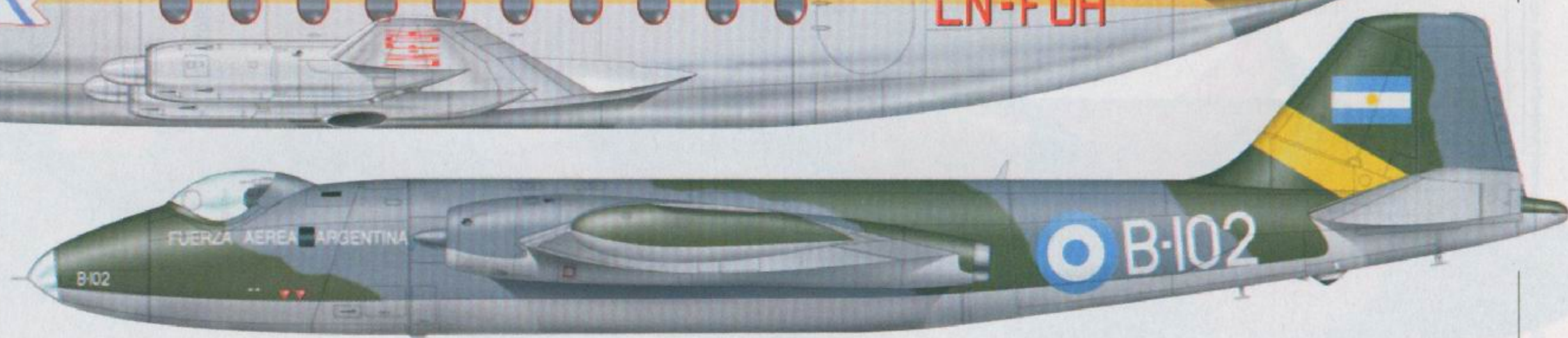
1948

Vickers Viscount 779, Fred Olsen Lines



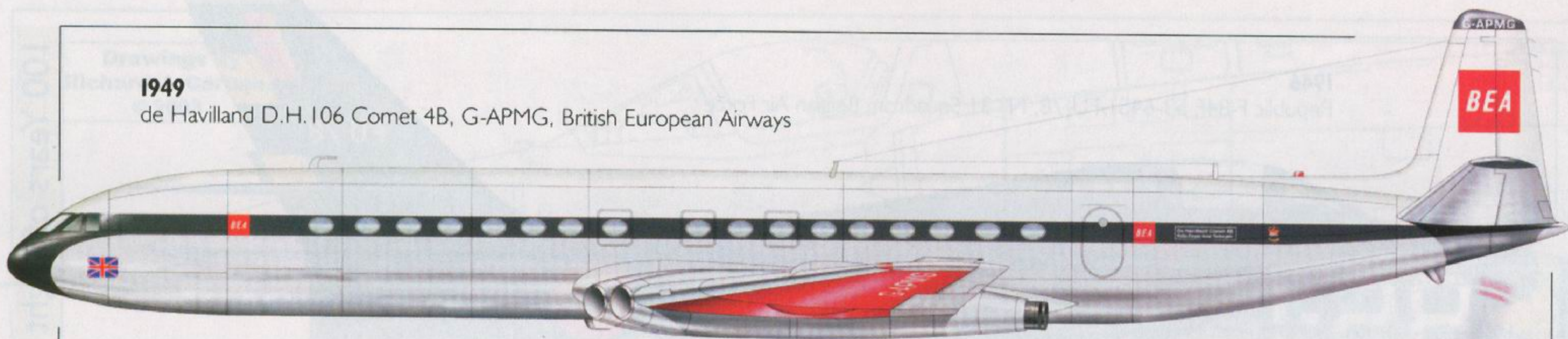
1949

E.E. Canberra B Mk 61, B-102, 1 Escuadrón de Bombardeo, Argentinian Air Force, 1982



1949

de Havilland D.H.106 Comet 4B, G-APMG, British European Airways



1949

Sikorsky HRS-3, 137845/80/HU, of HU-2, United States Navy, 1962.



1951

Hawker Hunter F Mk 60 (60-602), No. 6 Squadron, Royal Saudi Air Force



1952

Boeing B-52H, 10028/5D-P, 644th BS, 410th BW USAF, RAF Bombing Competition 1981



1954

Boeing 707-312B, 4R-ALB, Air Lanka



1954

Lockheed C-130H, TJX-AC, Cameroon Air Force



IAI KFIR C2
UPPER PLAN

0 metres 1 2
0 feet 3 6

Aircraft is shown in late production standard with nose strakes and engine canards; note that these early canards did not have an airfoil section

Israeli Aircraft Industries Ltd

Kfir

IAI KFIR C.2/C7
UPPER PLAN

This hardpoint
on C.7 only

IAI KFIR C.2/C7
INVERTED PLAN

Stores this side
shown in grey
for clarity

IAI KFIR TC2
FRONT VIEW

IAI KFIR C1
UPPER PLAN

Aircraft is shown in initial production
standard without nose strakes or engine canards

1954

Aeritalia F-104G, 4-47, 20° Gruppo Addestrativo Operativo, Aeronautica Militare Italiana, 1987



1955

Cessna 172, AP-BOV, Schön Air, Karachi, Pakistan



1955

Lockheed U-2C, 56-6716, 100th SRW USAF, May 1975



1955

MiG-21PS, 22+02, JG1, Luftwaffe



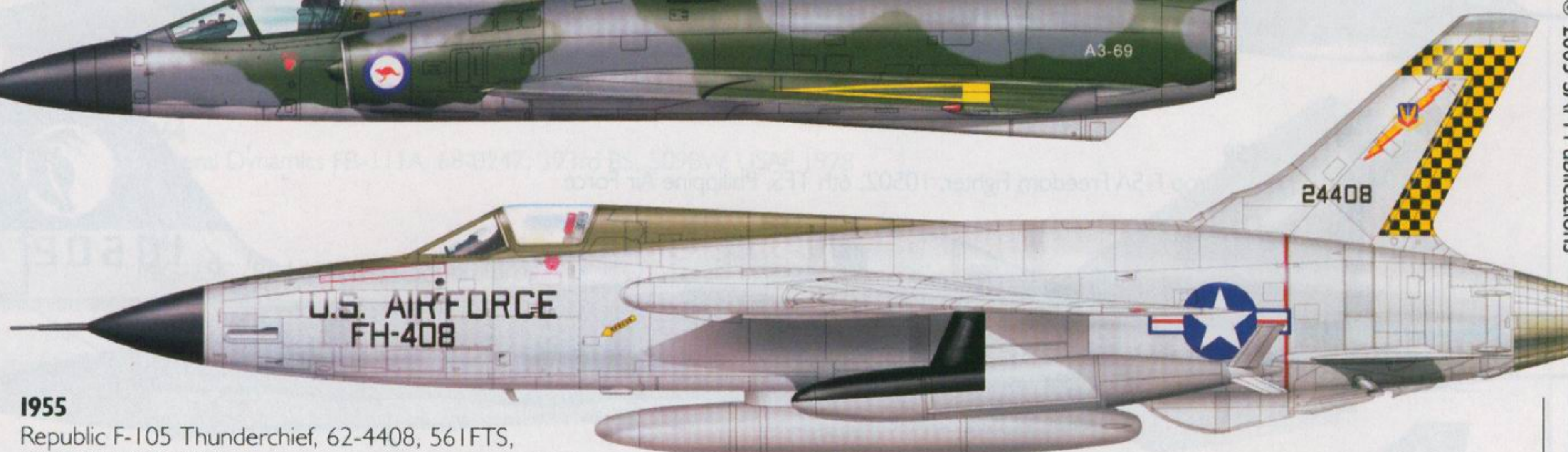
1955

Mirage III-O, A3-69, No. 75 Squadron RAAF, 1978



1955

Republic F-105 Thunderchief, 62-4408, 561FTS, 23TFW USAF, 1964



1956

Agusta-Bell AB.204 (Hkp 3B) of the Search & Rescue Unit, Swedish Air Force



1956

Fiat G.91R/IB, MM6394/2-38, 103° Gruppo (2° Stormo), Aeronautica Militare Italiana, 1970



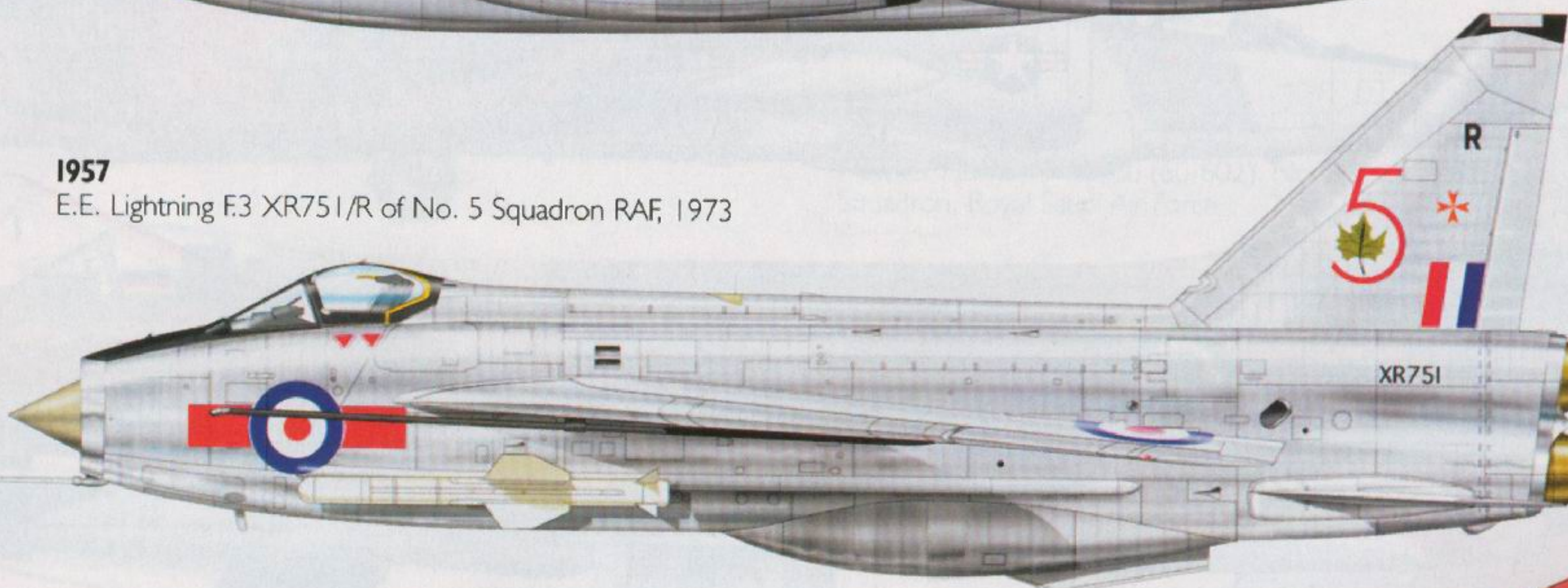
1956

Convair B-58 Hustler, 58-1011 'The Pulaski Hustler', 43rd BW, USAF



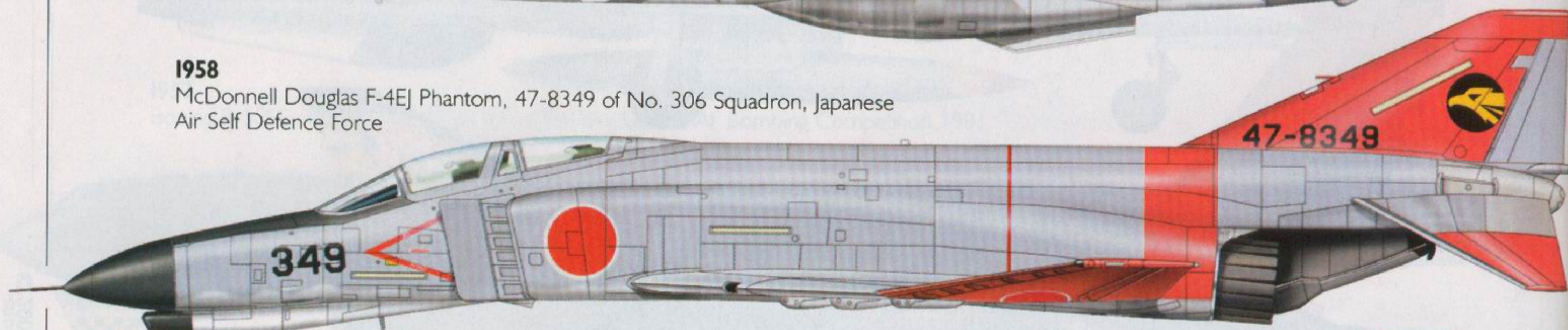
1957

E.E. Lightning F3 XR751/R of No. 5 Squadron RAF, 1973



1958

McDonnell Douglas F-4EJ Phantom, 47-8349 of No. 306 Squadron, Japanese Air Self Defence Force



1959

Northrop F-5A Freedom Fighter, 10502, 6th TFS, Philippine Air Force



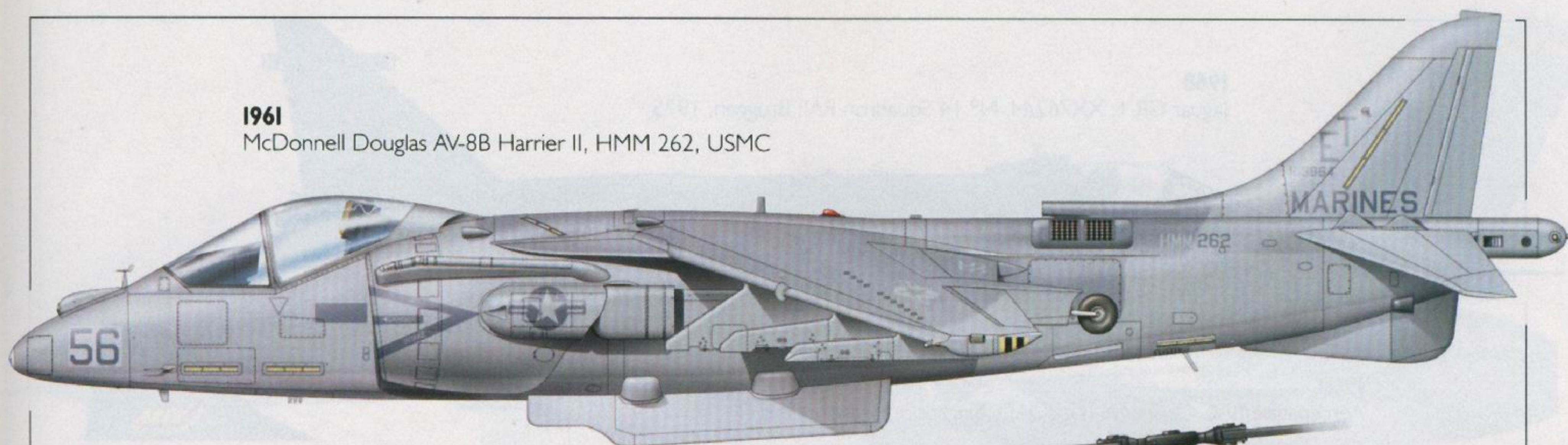
1959

Westland Sea King Mk 45, 4515, Islamic Republic of Pakistan Navy, 1976



1961

McDonnell Douglas AV-8B Harrier II, HMM 262, USMC



1961

Boeing Vertol Chinook HC.1, ZA705/EZ, N° 7 Squadron RAF



1962

Vickers VC-10 C. Mk. 1, XVI04, No. 10 Squadron RAF

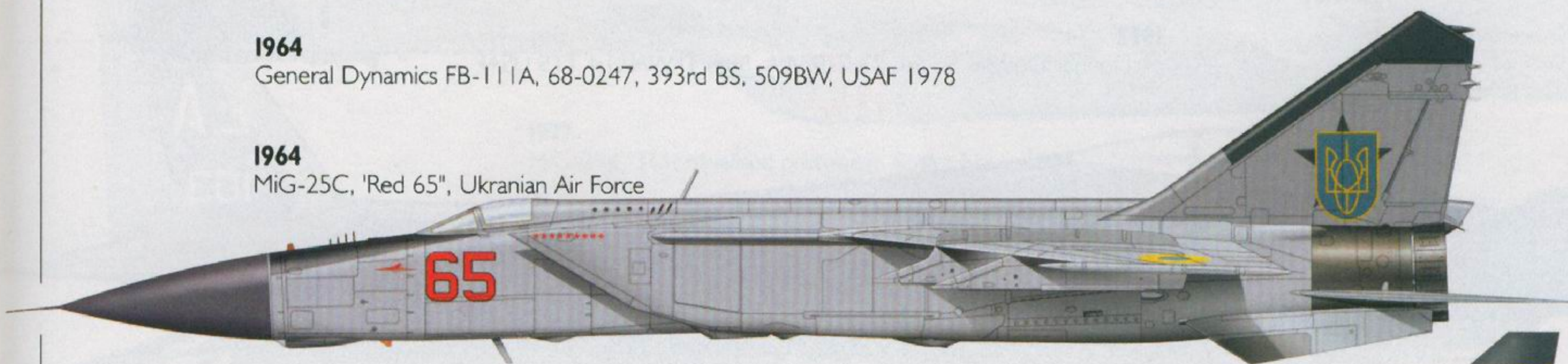


1964

General Dynamics FB-111A, 68-0247, 393rd BS, 509BW, USAF 1978

1964

MiG-25C, 'Red 65', Ukrainian Air Force



1967

Saab JA 37 Viggen, 21/27, No. 21 Squadron, Swedish Air Force



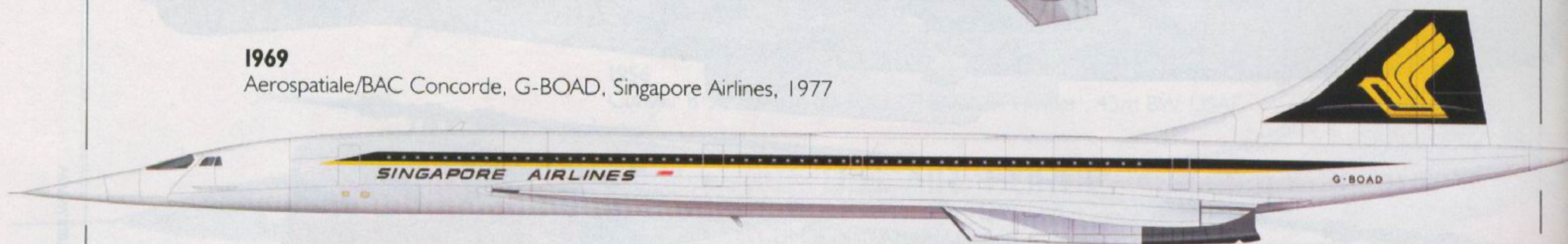
1968

Jaguar GR.1, XX762/H, N° 14 Squadron RAF, Bruggen, 1975



1969

Aerospatiale/BAC Concorde, G-BOAD, Singapore Airlines, 1977



1969

Boeing 747-133, C-FTOA, Air Canada



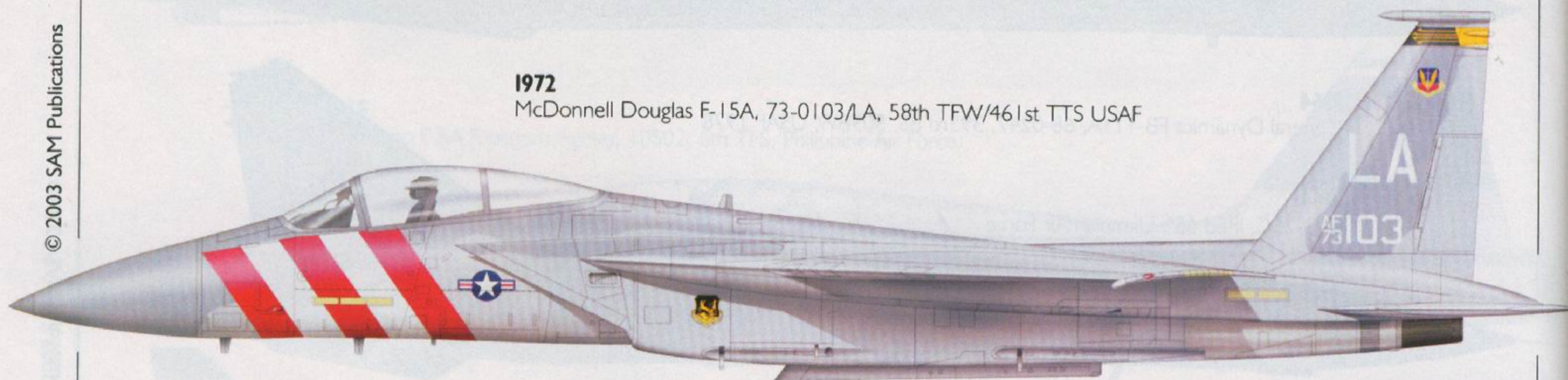
1970

Grumman F-14A Tomcat, 3-6056, Iranian Air Force, 1976



1972

McDonnell Douglas F-15A, 73-0103/LA, 58th TFW/461st TTS USAF



1972

Airbus Industrie A300B4, F-BVGI, Air France, 1977

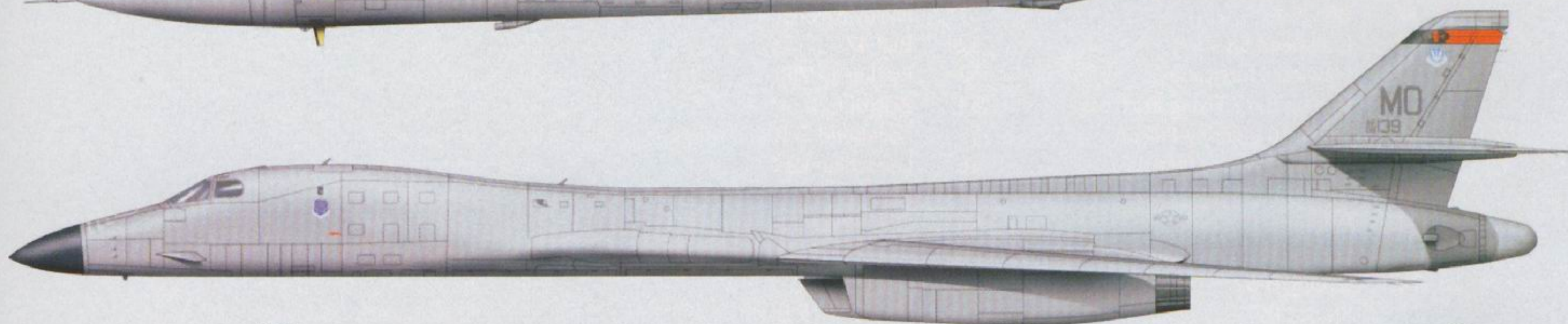




1974
General Dynamics F-16A, 79-0066/HL, 4th TFS, 388th TFW, USAF



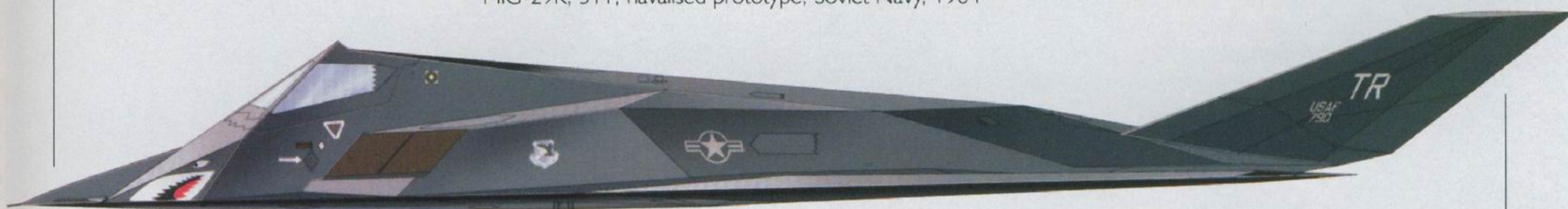
1974
Tornado F3, ZE809, No. 23 Squadron RAF, 1991



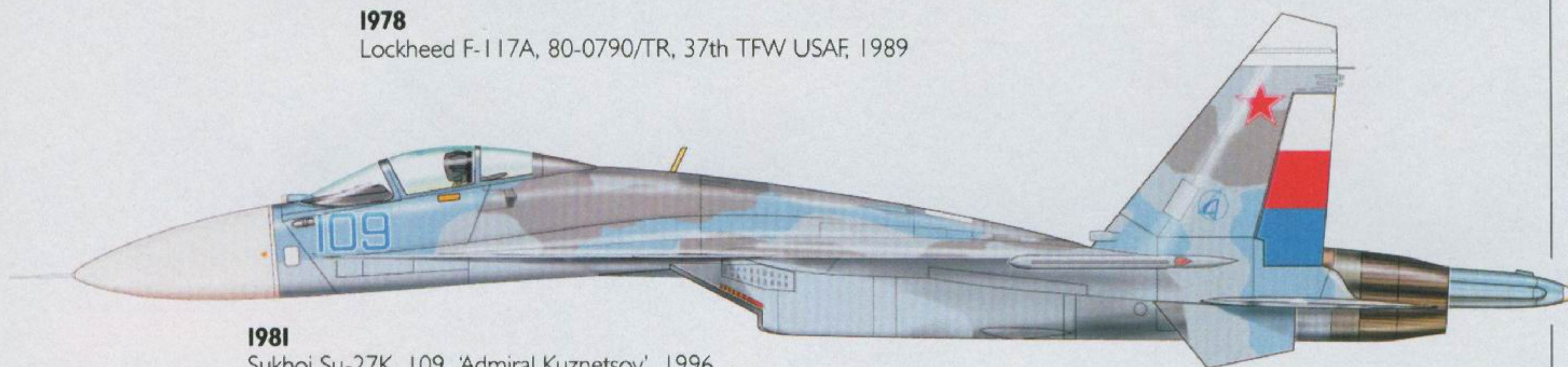
1974
Rockwell B-1B Lancer, 366th Wing, USAF Rapid Deployment Air Intervention Wing



1977
MiG-29K, 311, navalised prototype, Soviet Navy, 1984



1978
Lockheed F-117A, 80-0790/TR, 37th TFW USAF, 1989



1981
Sukhoi Su-27K, 109, 'Admiral Kuznetsov', 1996

100 Years of Flight Poll

Your votes are in and the top 100 aircraft, as voted for by you, are as follows:

The Top Ten

1st	V.S. Spitfire	33	Grumman F-14 Tomcat	67	Airco D.H.9
2nd	Douglas DC-3/C-47 family	34	Sukhoi Su-27	68	Republic F-84
3rd	BAC Concorde	35	Fokker Dr.I	69	Boeing 347
4th	Hawker-Siddely/BAC/BAe Harrier	36	Boeing B-29 Superfortress	70	Sikorsky S-55
5th	Messerschmitt Me 262	37	Lockheed C-130 Hercules	71	CAC Boomerang
6th	Wright Flyer	38	E.E. Lightning	72	Miles M.20
7th	McDD F-4 Phantom II	39	Gloster E.28/39	73	Lockheed P-80
8th	N.A. P-51 Mustang	40	Bell X-15	74	Santos Dumont 14bis
9th	Boeing 747	41	Piper Cub	75	Boeing 737
10th	N.A. F-86 Sabre	42	Ilyushin Il-2	76	Rockwell B-1B
		43	Junkers F13	77	MiG-29
		44	Avro 504	78	SAAB Viggen
11	D.H. 106 Comet	45	Panavia Tornado	79	Airbus A330
12	Avro Lancaster	46	MiG-25	80	Boeing 757
13	Messerschmitt Bf 109 family	47	Antonov An-2 Colt	81	Lockheed Constellation
14	Boeing 707	48	DHC-2 Beaver	82	Boeing B377 Stratocruiser
15	MiG-21 family	49	Lockheed U-2	83	Sikorsky Ilya Muromets
16	D.H. Mosquito	50	Heinkel He 178	84	Short S.23
17	Bell X-1	51	Fairey Swordfish	85	Boeing 247
18	Lockheed SR-71	52	Bell 47	86	General-Dynamics F-111
19	Hawker Hurricane	53	Fokker D.VII	87	Junkers Ju 52
20	Boeing B-17 Flying Fortress	54	Bristol F.2b	88	Mil Mi-2
21	GD F-16 Fighting Falcon	55	Lockheed F-104 Starfighter	89	Breguet 14
22	Rockwell Space Shuttle	56	Lavochkin La-7	90	Mitsubishi A6M Zero
23	Bell UH-1 Huey	57	Martin B10	91	Hawker Hart
24	Fokker E.III	58	D.H.88 Comet racer	92	D.H.91 Albatros
25	Lockheed-Martin F-117	59	Chance-Vought F4U Corsair	93	Vickers VC10
26	Boeing B-52	60	Airbus A300	94	Republic F-105 Thunderchief
27	Bleriot IX	61	McDD F-15 Eagle	95	Douglas A/B-26 Invader
28	Sopwith Camel	62	Vickers Vimy	96	Vickers Viscount
29	Cessna 172	63	Junkers Ju 87 Stuka	97	Slingsby T.21
30	D.H. Tiger Moth	64	Focke-Wulf Fw 190	98	DHC Chipmunk
31	Ryan 'Spirit of St. Louis'	65	E.E/Martin Canberra	99	Sikorsky/Westland Sea King
32	Mirage III family	66	Republic P-47 Thunderbolt	100	Sepecat Jaguar

No real surprise that the Spitfire took the top honour, as it seems to be held in high esteem by just about everyone. I was pleased to see the DC-3/C-47 in second, as that is certainly an aircraft type that changed the world. Concorde and the Boeing 747 are also types that changed our world and are worthy top ten placings. The Wright Flyer had to be up there near the top, it was only right, and the Harrier and Me 262 are worthy simply by dint of the fact that they were 'firsts'.

I must admit I was surprised to not see certain aircraft types even listed, such as the Vickers Wellington, Fairey Battle, MiG-3, Yak-1/3/7, Heinkel He 111 or

Dornier Do 17 and to see the Mitsubishi Zero in 90th place and the only Japanese design was a complete shock! That said, you voted for them, so if they are not there and you did not take the time to vote, don't blame me!

My thanks to all of you who took the time to place your votes and I hope you all enjoy the special colour profiles created by Richard J. Caruana this month to celebrate the 100th year of flight.



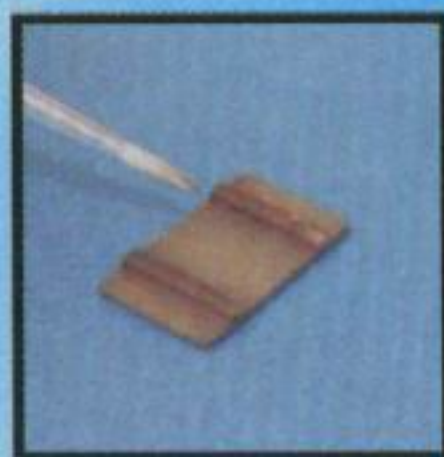
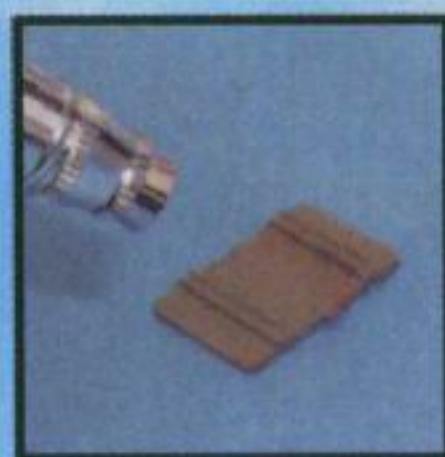
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H055 Midnight Blue (US)	H074 Sky (Duck Egg Green) (UK)	H327 Red FS11136 (US)
H056 Intermediate Blue (US)	H075 Dark SeaGray (UK)	H328 Blue FS15050 (US)
H057 Aircraft Gray (US)	H301 Gray FS36081 (US)	H329 Yellow FS13538 (US)
H058 Interior Green (US)	H302 Green FS 34092 (US)	H341 Mad H342 Oil
H059 IJN Green (J)	H303 Green FS34102 (US)	H343 Soot H344 Rust
H061 IJN Gray (J)	H304 Olive Drab FS34087 (US)	H345 Rough Gray
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H064 RLM71 Dark Green (G)	H307 Gray FS36320 (US)	H414 RLM23 Red ((G)
H065 RLM70Black Green (G)	H308 Gray FS36375 (US)	H416 RLM66 Black Gray (G)
H066 RLM79 Sandy Brown (G)	H309 Green FS34079 (US)	H417 RLM76 Light Blue (G)
H067 RLM65 Light Blue (G)	H310 Brown FS30219 (US)	H418 RLM80 Olive Green (G)
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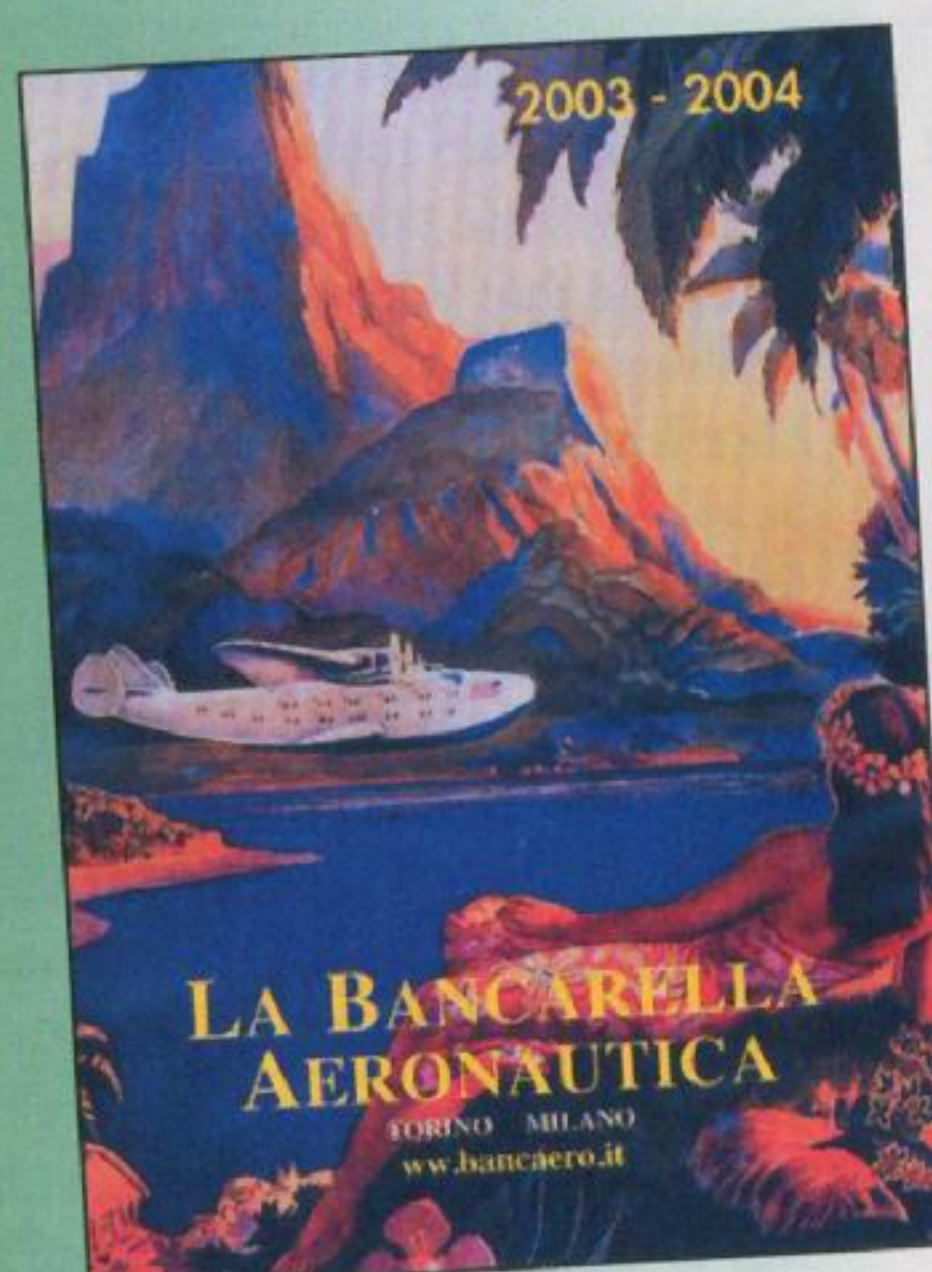
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Kicking up a Storm (Suffa)

Israel Air Force F-16A

by Pete Wenman

Having recently re-read the article in the December 2002 edition of Scale Aviation Modeller International on the Kfir C.7 aircraft in service with the Israeli Air Force (IAF), I was greatly taken by the three-colour camouflage scheme. The finished model was very attractive to my eye as a result of the colours used and the camouflage pattern, producing

an appealing contrast of colours especially when the aircraft markings were taken into account. Knowing that Eduard plan to release a Mirage III later this year a mental note was made with regard to a possible Kfir conversion based on this kit at a later date. In the meantime however, I was aware that the same scheme is also used on IAF F-16s. A quick search of my reference material and grey matter revealed I knew absolutely nothing about the F-16! Never one to be deterred by a lack of knowledge the decision was made that the next kit was to be a F-16 in Israeli colours, and that everything on the

workbench was to be pushed aside for this project. As I had not finished a single kit in the preceding 12 months this was going to be pretty much a straightforward build using a couple of aftermarket items to improve the level of detail in the finished kit.

A visit to this year's Southern Expo provided the opportunity to purchase the raw materials needed for the endeavour. A little research in the meantime had revealed that the IAF flew most types of the F-16 and so I was keeping my options open as to what I would end up with. The deciding factor was to be

which decals I could find as while I was aware that AeroMaster had done a couple of different sheets I also knew that these were currently out of print, and so there was no guarantee I would find them or any others. The plan was simple, find the decals first and then find a kit to which they could be applied. My first circuit around the show discovered both AeroMaster sheets 48-498 (F-16A/Bs) and 48-093 (F-16C/Ds). Hard earned cash was spent on these, and I was feeling pretty chuffed as I had all the types of F-16 used by the IAF covered.

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Looking for a kit I came across models of an F-16A and an F-16C, both by Hasegawa. I knew that these were the two different types of single-seater used, and had no real strength of feeling regarding which kit to get. A quick withdrawal to a quiet corner and a good look at the decals soon determined that the F-16A had the more exciting markings (MiG kills for starters) and so the decision was made. The F-16A kit turned out to be Hasegawa kit #V106, a late block 'F-16A plus' to be finished as a Dutch aircraft in '45 Years Dutch Lion' markings. All I needed now was a few aftermarket goodies.

The large, exposed cockpit of the F-16 had already made me decide that a resin tub would be needed to do the model justice, but I was aware these are not cheap. The Neomega stand had caught my eye as I have always had a hankering to build a MiG-21 or two (but that's another story) and I noticed they do a F-16 cockpit (#C25). Looking at it I was pleased to see a good level of detail that was well moulded, so into the bag it went. I cannot build a kit without feeling the need to use some



Close-up of the Aires exhaust nozzle set (P&W F100/200)

photo-etched brass so the Eduard F-16A Plus/MLU set (#48-391) quickly followed, accompanied by the thought of "I wonder what a MLU is/does and did the IAF have/use it?". At this point, with my wallet crying out for mercy and myself wondering how I could sneak some/all of the purchases into the house without my wife seeing, I found myself holding the Aires F-16A/B exhaust nozzle set (#4133) in my hand, and I knew I had to have it.

What do you get for your money? (See Photo 1)

• The Kit

This is a nice model, a very nice model. So nice, that I plan to build further F-16s in the future as a result. In the box you get five large sprues, and a further four smaller ones plus two complete canopies, one clear, the other 'smoked' with a dark grey tint. You also get a choice of two tailfins. The one with the longer para-brake housing, while correct for the Dutch

aircraft, is not to be used, while the other, which the kit instructions require you to ignore, is the correct one for an IAF aircraft. The inclusion of this second tailfin was my first lucky break (and not the last) of the project and made me realise that I needed to know more about IAF F-16s if I was going to build an accurate model, but more on this later. The parts are of the quality expected from Hasegawa, with finely engraved details, recessed panel lines and very little flash. As with a lot of



Layout of boxes, decals, book etc showing all my purchases!



Composite photographs of a Block 5 aircraft



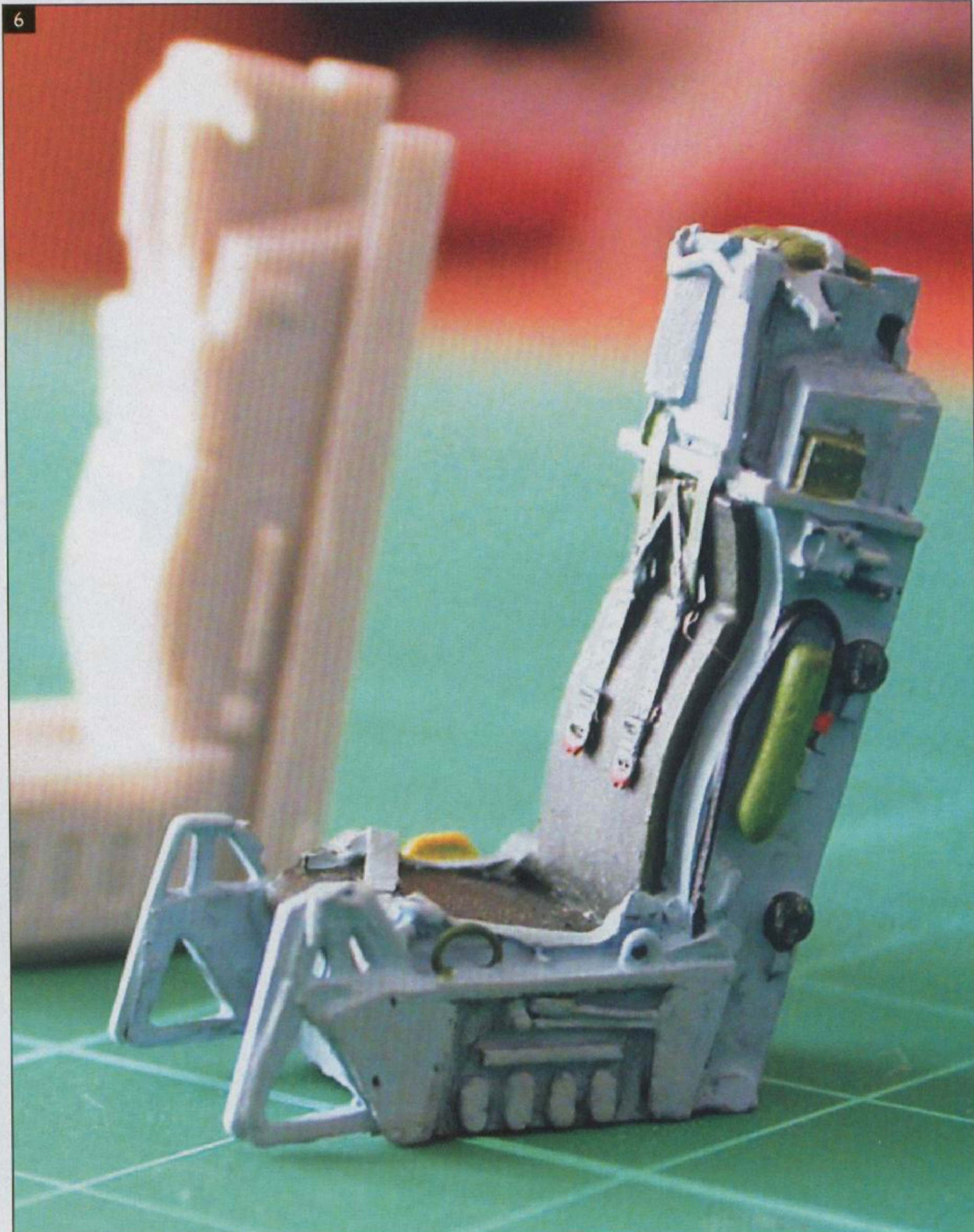
Creating the small (early) style stabilisers



Detail showing resin part replaced with Eduard instrument panel



Cockpit detail



Comparison between kit and resin ACES II ejection seat

modern jets the fuselage comes in an upper and lower configuration, so eliminating the chances of an unsightly seam down the spine of the aircraft. I must admit that I was surprised and dismayed to find a massive seam down the middle of each canopy. I subsequently discovered this is required by the moulding process to ensure the full 'blown' shape of the canopy is recreated, but I was not looking forward to removing it, concerned that in doing so I would damage the canopy beyond help.

• The (AeroMaster) Decals

I'll restrict my comments in this article only to AeroMaster sheet #48-498, as this was the only one used. If you can find them, get them. This set allows you to represent any F-16A or B flown by the IAF, and as a result of offering both light grey and black data markings (the colour used is dependent on the time frame) enough stencils to do two complete aircraft without having to use the kit data markings. As with all AeroMaster decal sets you get several side profiles and plan views, that not only advise where each decal is to go, but are also

a good reference for the camouflage patterns, and provide full details of all colours used, based on the US Federal Standard (FS) system. These colours can then be cross-referenced with your chosen paint brand.

• The (CMK) Resin Cockpit

Imagine my horror when looking at this set to find the words "F-16C", and "to fit Italeri Kit" on the instruction sheet! At least I had managed to buy it in the right scale. Other than this minor setback the set looked terrific. A superb looking ACES II ejection seat, a busy looking tub, left and right side walls, rear panel and an instrument panel and HUD coaming made up the contents.

• The (Eduard) Photo-Etched Set

This set comprises three brass frets, two printed films, one for the instrument panels and the other for the HUD, and is the largest photo-etched set I have used to date. At first glance it seemed that most of the detail provided was well suited to being recreated in brass, which is not always the case. A lot of the detail provided is split between the undercarriage/wheel bays and the cockpit.

• The (Aires) Exhaust Nozzle

My concerns as to whether this was an aftermarket item too far were immediately dispelled as soon as I opened the box. The detail of this set is beyond belief. I will never be able to use a F-16 kit exhaust knowing that this set is available. If you are going to build an F-16A or B, get this set. It comprises five pieces of resin and a small photo-etched fret (See Photo 2).

Reference Material

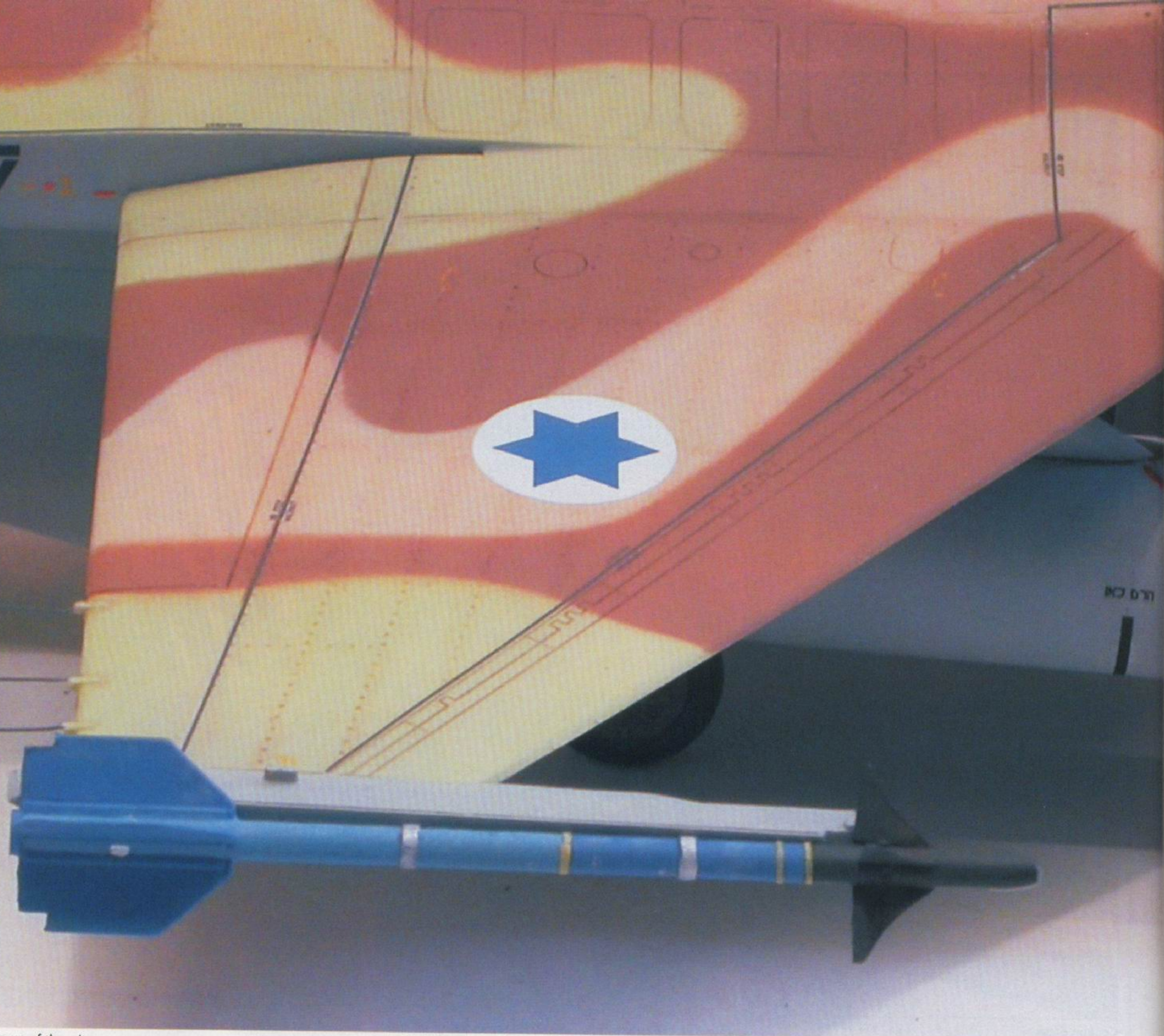
As mentioned above I was fast realising that I still did not know enough about Israeli F-16s and that this was likely to lead to errors in the build unless rectified. I was aware of the series of books produced by Ra'anan Weiss and Yoav Efrati specific to individual Israeli aircraft types and knew they had covered the F-16. As the AeroMaster decals recommended this book and thanked Ra'anan Weiss for the research and design of the decal sheets it seemed an obvious choice, and so this was the final purchase of the project. The book, plus several hours, and a few questions on the internet finally got me up to speed.

What does a F-16A in IAF service look like?

The Israeli Air Force was supplied by the USA with F-16A and Bs during 1980 and 1981 under the 'Peace Marble' program. Sixty-seven F-16As were provided in total, comprised of Block 5, 10, and Block 15 aircraft. I had already decided to build my kit as aircraft #107 of the 'First Jet Squadron' as she was in 1982. This aircraft is profiled in both the book and on the decal instructions and will no doubt be a popular choice as a consequence of wearing five MiG kill markings at that time. As aircraft #107 was one of the first aircraft delivered this meant it was from Block 5, and 1982 was before any in-service updates had been made.

F-16 Blocks

At this time I had no idea of the differences between blocks, and set out to find out what made up a Block 5 aircraft in Israeli service. In summary a Block 5 aircraft in 1982 had the Pratt and Whitney F100-200 engine, the normal shock inlet (NSI) commonly referred to as the 'small mouth', small stabilisers (the horizontal wings at the tail), a



Close-up of the wing

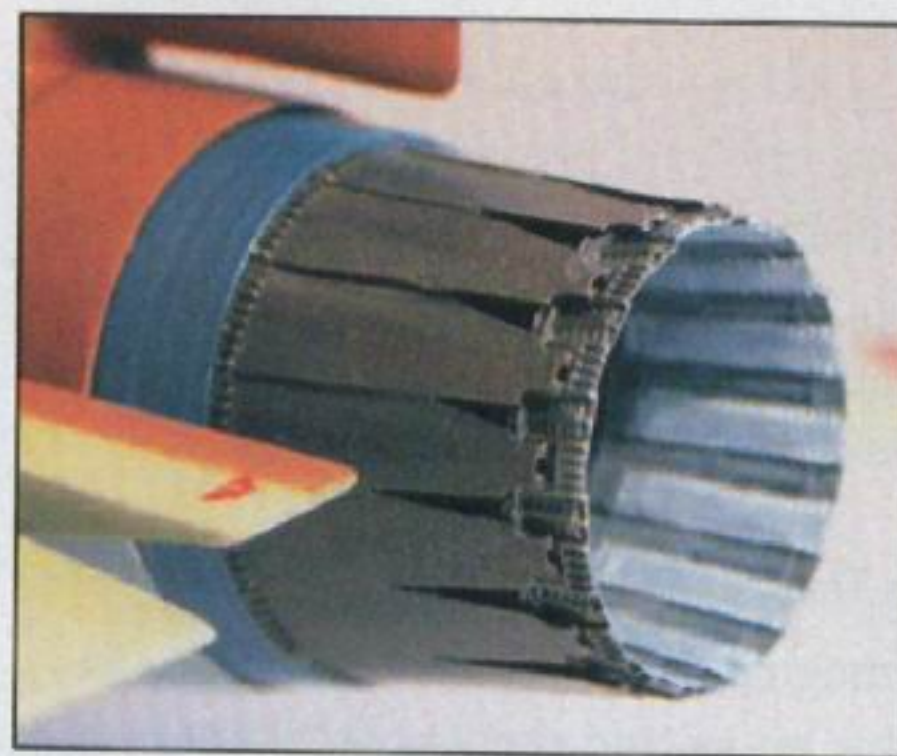
VHF/UHF antenna located under the NSI, and the original five slot gun muzzle (See Photo 3).

How did this compare against what I had? I already learned enough about Block types to know that the Dutch aircraft represented by the kit was of a Block 15 or 20 aircraft and as such would differ from what I required for my Block 5 aircraft. Luckily for me it seems that Hasegawa have taken the sensible route of utilising the original F-16A kit sprues and just adding smaller extra sprues to allow for whatever variant is being boxed. This meant that in this case I got both types of tailfin as already mentioned, both a five-slot and the later two-slot gun muzzle covers. However the only stabilisers included were the later large type. The Aires exhaust nozzle is for the P & W F100-200 engine and so that was correct, but I was by now aware that the F-16C cockpit layout is quite different from that of the earlier A model. At this stage I discovered that MLU stands for Mid Life Update, and applies only to F-16s produced in the mid 90s. This meant I would have to be careful to ensure I did not use more of the etch brass set than was correct, although the instructions help in this

regard as they specify those parts unique to MLU aircraft. I was therefore faced with only two major areas to be corrected, those of the incorrect cockpit type if the Neomega set was used, and the late type stabilisers.

Before correcting the stabilisers I poured long and hard over the photos in the Weiss/Efrati book as the decal instructions stated that the smaller type was replaced during the mid-80s and all the AeroMaster colour profiles show aircraft with the later large stabilisers. The photos (and profiles) in the book however showed no aircraft with the large stabilisers that were not also fitted with the additional chaff/flare dispensers on the lower part of the tailfin. Aircraft #107 did not have these dispensers fitted at the time I wished to represent it, and so I concluded that it would also have been fitted with the original short stabilisers. Altering the kit stabilisers was a very simple task as all it required was for a 6mm width to be removed from each trailing edge and the new trailing edge to then be sanded down to re-establish the aerofoil shape (See Photo 4).

Converting the Neomega cockpit to the earlier F-16A standard was not



Close-up of exhaust nozzle

as hard as it could have been by using a mixture of the resin set and the Eduard brass. I decided I would use the tub, sidewalls, ejector seat, and the rear panel from Neomega, but would not use the instrument panel or HUD coaming, rather using the kit parts together with the Eduard photo-etched. Not only did this correct the errors in instrument layout, but also had the added benefit of allowing me to use the two part instrument panel with the pre-printed dials, which gives a far greater level of detail than I can paint (See Photo 5).

The tub with its side consoles paints up easily, as does the ACES II ejector seat. I was however a little concerned at the difference in size between the kit seat and the resin one.

Once fitted however it did not seem undersized and the level of detail surpasses that of the kit by a long way (See Photo 6). Despite the set being designed for the Italeri kit it fitted into the Hasegawa fuselage without problem, and I only needed to enlarge the cockpit opening a little towards the rear to achieve a perfect fit. Do remember to remove the casting lug on the tub before painting it. I didn't (don't ask why) and struggled to remove it later without damaging the paintwork. At this early stage in construction I was starting to feel pretty relaxed that I could make it work and that all I needed to do from here on in, was ensure the construction and painting were up to standard. Note that in places I removed the resin detail and replaced it with photo-etched parts (See Photo 7). This is true of the seat belts, and ACES II pull handles.

Having two canopies I decided I could afford to practice on one, both in removing the seam, and also in my attempt to tint it to match the colour of the real thing. The seam was removed using Micro Mesh polishing clothes (3000 - 12000 grade) followed by a buff with a dry cloth and a dip in



Johnsons Klear (Future) which brought it back to a sparkling clarity. So far, so good. The tint of the canopy is subtle, so much so that in many photos it is almost not noticeable. The colour of the canopy is somewhere between a light brown and gold. I started off by adding a small amount of Humbrol acrylic yellow in with a cup full of Klear and mixing it well. The Klear turned yellow becoming opaque. I let this mix stand for a day or so to see if it separated but to date it is still totally opaque. I first dipped a canopy into this mix, with good success but while letting it stand and drain it became apparent that as the surplus ran off a stronger level of tint was achieved on the lower parts of the canopy. As I was happy to experiment this canopy was stripped, by being soaked overnight in window cleaning solution, to allow me to try another method. This time I used my airbrush to apply the coloured Future in several layers, allowing each to dry in turn. This gave a more even coverage and was the way forward. I was now happy as to how to apply the tint, but the yellow colour I had used was too bright, and too yellow. Rather than change the colour I wondered how it



Close-up of the canopy, MiG kills and cockpit



would look on the 'smoked' canopy, as this was obviously darker than the clear canopy on which I had been experimenting. After applying the tint by airbrush onto the 'smoked' canopy I was delighted to see that this almost perfectly matched the colour in most of the colour photos I could find. By sheer good luck I had ended up with exactly the look I had been seeking (See Photo 8).

All that remained was to finish construction of the kit, remembering to locate the VHF/UHF antenna (photo-etched parts 126 & 127) under the air intake, rather than farther back just to one side of the arrester hook as the instructions require. Painting of the aircraft was then completed. My

method for this will be the subject of a later article.

In Conclusion

I am pleased with the result, in so much that the model was completed within six weeks, although the deadline of a local competition played some part in this. As a consequence of wishing to enter the model in the competition I was forced to rush the finishing details, and was still working on the model the night before the competition. I am the first to admit that this is not a perfect model, and that

others more knowledgeable about the F-16, or the IAF will find numerous errors. I can live with this, knowing that I have worked hard to build the model to a high standard, but at the same time thoroughly enjoyed it, and

finishing my first kit in over twelve months. To my mind that is what modelling is all about.

Pete Wenman

Note: Aircraft #107 was given the name Sufia (Gale Storm) on arrival in Israel, this name having been previously worn by a Meteor T.7 in the early 1950s.



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Causing Havoc!

Douglas A-20G Havoc

by Steve A. Evans

History

Designed by the Douglas Aircraft Company in 1936, as a private venture in response to what they believed the U.S Army Air Corps would require in a fast attack aircraft, the Douglas Model 7 was instead extensively redesigned and put onto the open market for export. The French immediately showed an interest and after further modifications, to suit the European theatre, the new aircraft was put into service as the Model 7B. About 60 were in service with the French Air Force at the time of the opening of hostilities in May 1940, although only about a dozen of these actually saw active duty.

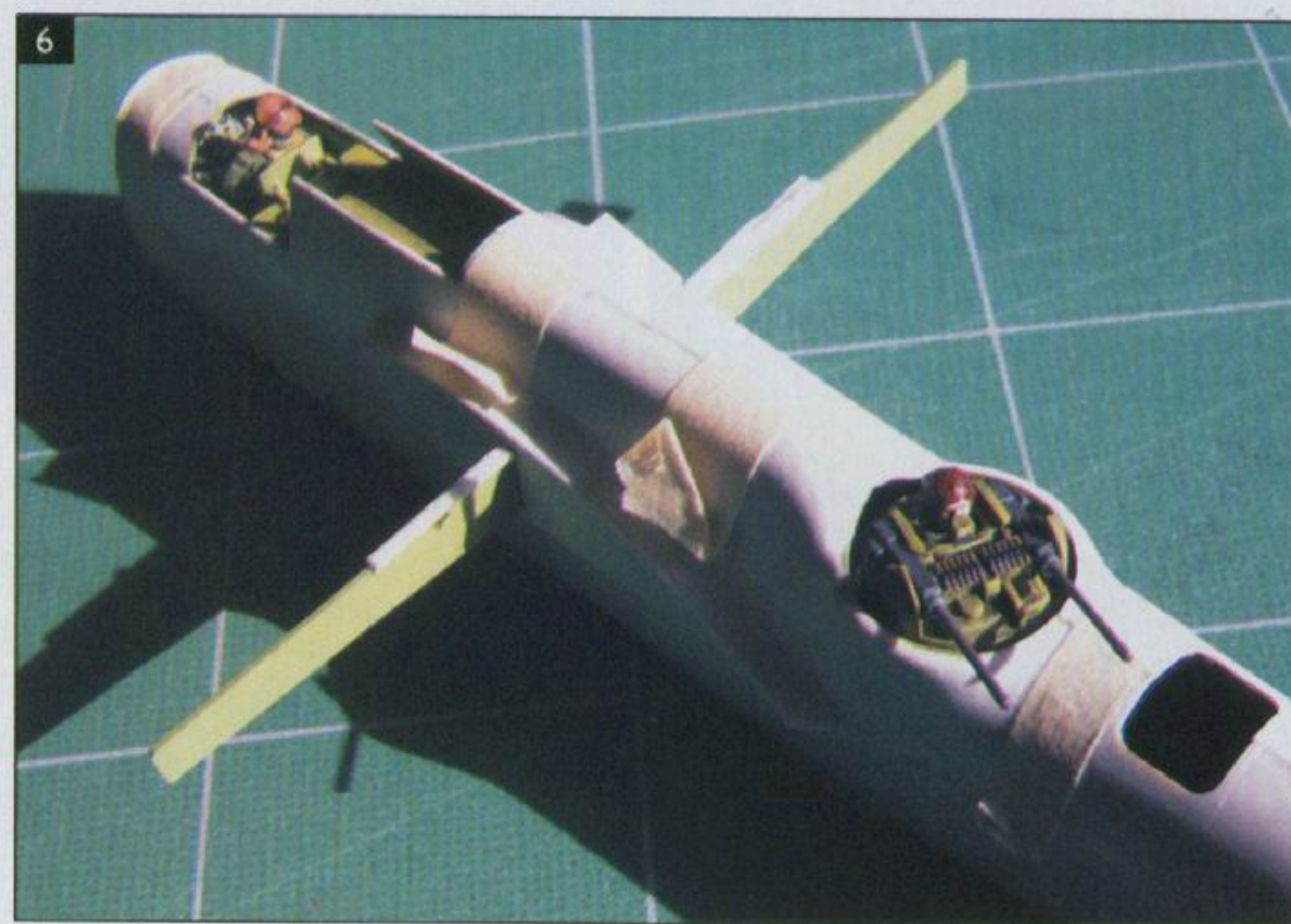
A further development, with more powerful engines and a larger vertical tail, was put into production for a new French and Belgian order but with the collapse of French resistance these aircraft were transferred to the RAF where they were known as the Boston Mk I.

Another batch of Bostons was

supplied but continuing improvements saw these called the Boston Mk II and due to their increased speed and load carrying capabilities, these were fitted with A.I. Radar and a battery of forward firing .303in. machine guns to be used in the night fighter role, picking up a new designation along the way: Havoc.

Many variations followed, some with heavy nose gun armament, others with bomb aimer positions in a plexi-glass nose, whilst still more were fitted with an AI radar and a 2,700 million candle power 'Turbinlite' in the nose to illuminate enemy aircraft for an accompanying fighter to attack.

The A-20G was a further development of the basic Havoc family with a longer nose, originally fitted with four 20mm cannon (most of these early Gs going to Russia) followed by a more efficient 0.50in., six-gun nose armament and a powered, twin gun, rear turret. Nearly 3,000 of the later G and H



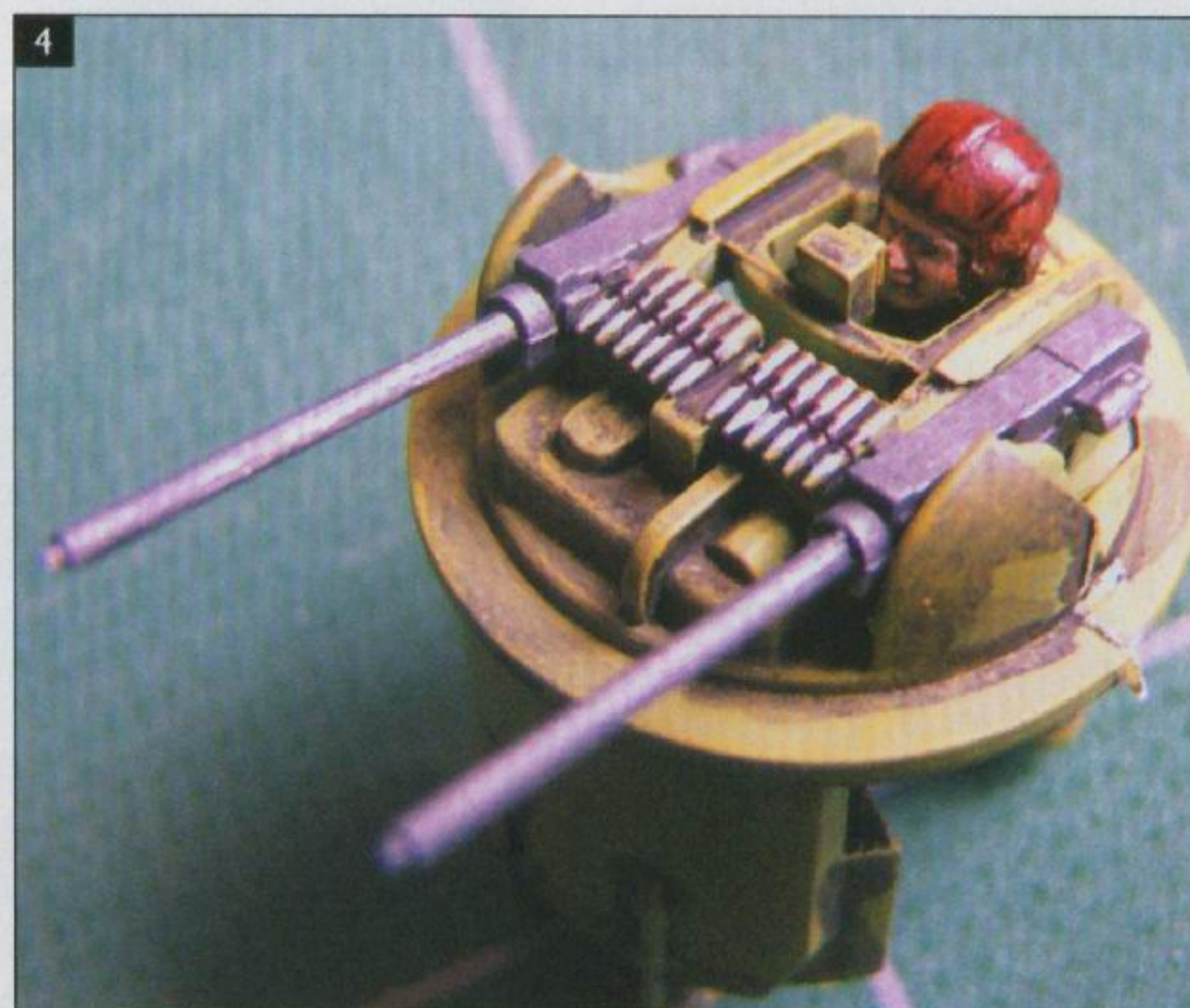
models were built out of a total of 7,385 DB.7s of all marks.

This ubiquitous aircraft was used in every theatre, for every role, by not only the USAAC but also the RAF, France, Netherlands, Brazil, USSR, and in small numbers by the Air Forces of Canada, South Africa and New Zealand.

The Kit

The kit comes in a sturdy top-opening box with some reasonable artwork on the lid and a selection of pictures of a completed kit around the sides (See Photo 2).

There are several sprues of pale grey plastic and a single sprue of transparencies. The grey plastic is



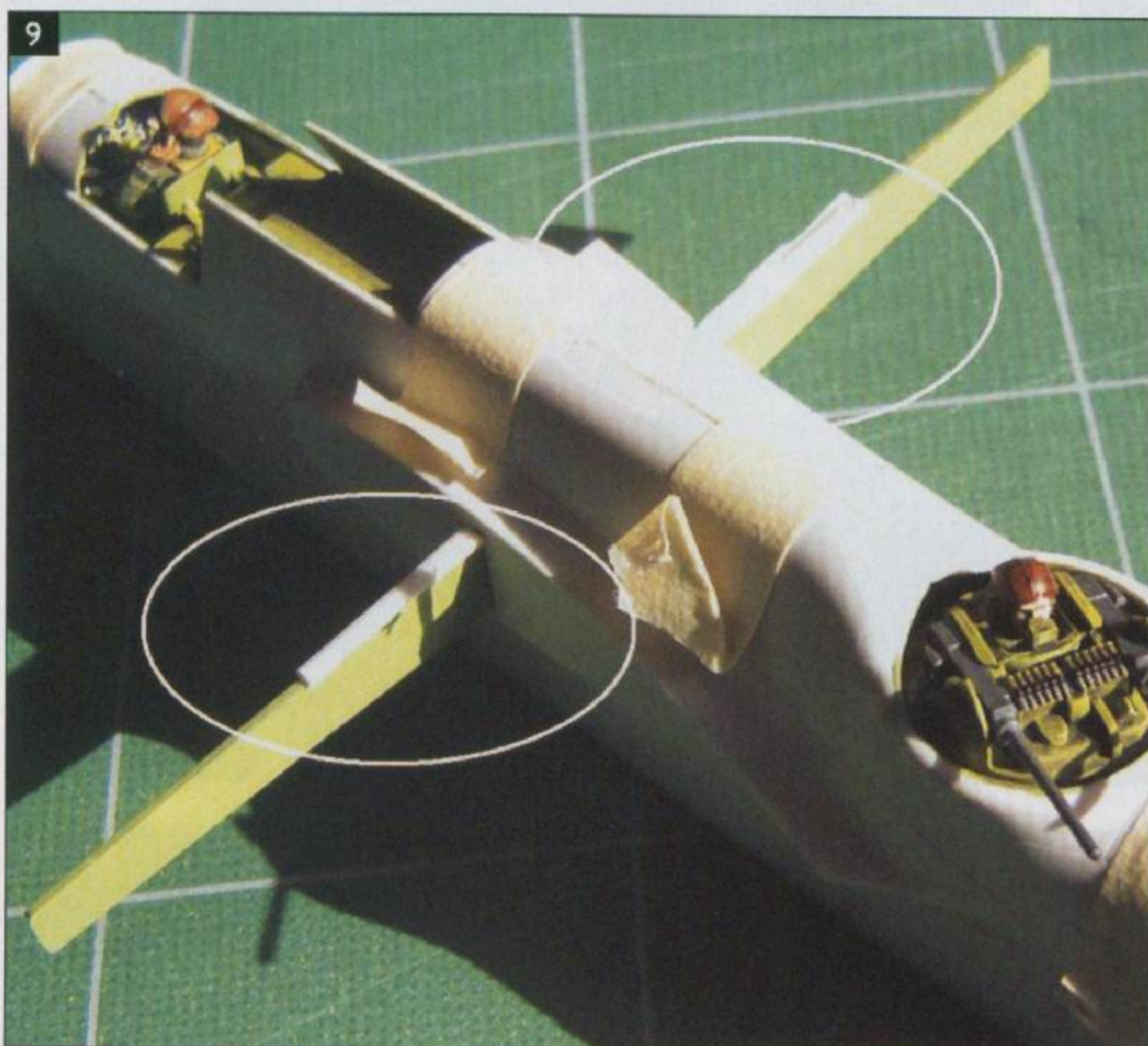
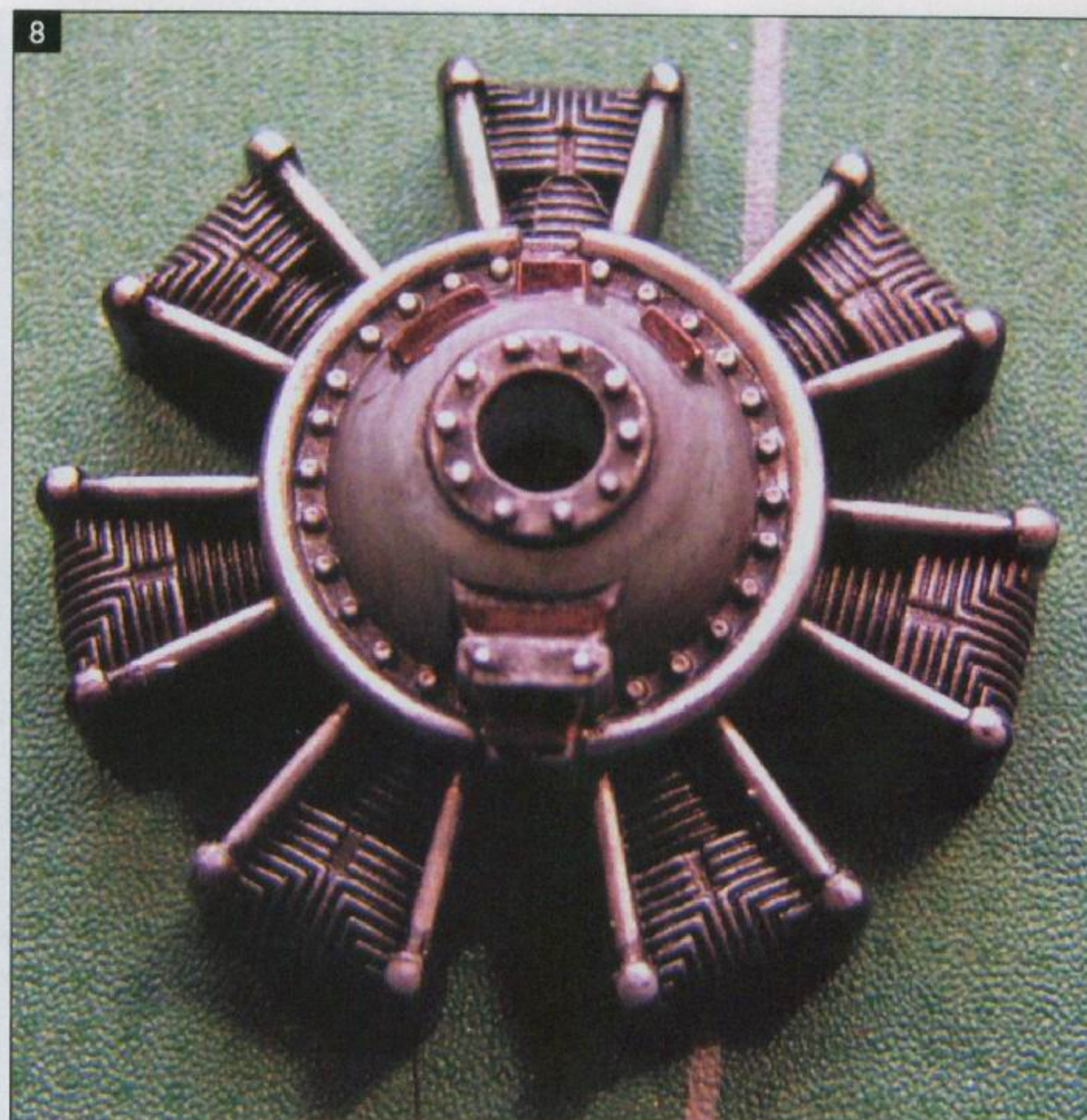
hard and well formed with little flash and free from sinkholes or mould marks. The panel lines are neatly engraved, while the raised detail around the cockpit and engines is equally well formed. The transparencies are well moulded and are nice and clear with no visible defects. Also included in the box are a two-part instruction sheet and a single, large decal sheet.

At first glance it all looks quite good and there is a lot of kit in the box for your money. My only other go at an AMT/Ertl kit recently was the increasingly rare F7F Tigercat and I was reasonably impressed with that, so I had high hopes for their Havoc.

Instructions

Do you remember the old-style Revell or Monogram instructions that were just one huge sheet of lots of exploded diagrams and written hints and tips as you go? If you do then you'll know just what to expect from AMT. There are 23 panels on





the main instruction sheet, dealing with the construction, positioning and painting of all the parts. A small separate sheet has a short history (written in a slightly over-dramatic way presumably for the American market) as well as a painting and decal positioning guide and a page of warnings and 'Building tips for the advanced modeller'.

All very straightforward, clearly marked and easy to follow.

Construction

One of these days I'm actually going to build a kit just for me, but not today. The bloke I'm building this one for (no not Dai this time, bless him) has decided that he wants to portray his Havoc wheels up and flying and as this is catered for in the kit I was happy to oblige, so some of the stages in the instruction sheet could safely be ignored, however, the first stages could not: the cockpit.

The kit has the cockpit made up of nine pieces with a little raised

detail and levers, etc which was built up and given a coat of interior green (FS34151). The wheel bays (had I been going to bother with them) would have been Zinc Chromate.

The rear turret and bomb bay were next for the green treatment and whilst the turret is nicely done, the bomb racks and bay structure are quite poor, with no details or bulkheads to shut off the bay from the rest of the interior.

In fact, apart from the cockpit and turret, all of the interior spaces are devoid of any detail, including the engine nacelles where the main undercarriage bays would sit. This would appear to me to be crying out for some detailing work and I know that there are some detail sets out there.

The interior parts are given a black wash and then dry brushed with Zinc Chromate and silver to raise the details with the instruments painted black with white detailing (See Photo 3).

As this model is going to be on a

stand 'flying' I had to find some people to put in it and a quick rummage in the spares box came up with a couple of US figures. Suitably painted the crew were slotted into their respective positions (See Photos 4 & 5) and along with the wing spar and bomb bay, the fuselage halves were closed up around them and taped up for drying.

The nose cone goes on next and this is made up of three pieces that fit together well and fit the fuselage contours acceptably too. The kit comes with the alternate 20mm cannon armament, although there are no decals on the sheet for such a version. But it would make an interesting subject, maybe in Russian markings where most of the earlier A-20Gs ended up during the war.

Whilst the fuselage was drying I set about the wings and tail. The wings are made up of their respective upper and lower halves and these go together nicely with the minimum of filing and

trimming. The injection gates on these parts (and the tail pieces) are a little large and require careful cutting but otherwise everything slots together nicely. The same is true for the tail unit, made up of five pieces, which can be built as a separate unit and attached to the fuselage as one item. Here the fit of the vertical tail and the small dorsal fillet was not exact and required a tiny smear of filler (Tippex in my case) but nothing drastic.

Next along were the engine nacelles and as previously mentioned, these are devoid of any meaningful detail internally, though externally the panelling and details are excellent, so I was quite glad I was doing these 'closed up'. I did set a small bulkhead into each nacelle, however, to stop the oil cooler intake from being see-through when viewed from the front (See Photo 7).

Once more, these bits were set aside to dry as I approached the next construction stage and right



from the off I knew this one was going to be tedious. The engine cowlings on the A-20G have a multitude of humps and bumps all over them and these are represented in the kit as eighteen little exhaust stub fairings, each one of which needs to be cut, trimmed and hollowed out before being carefully positioned and set into place. But once that horror is done each cowl does look the part, especially when the engine, suitably painted (See Photo 8), is slotted into place. Each engine is nicely detailed but not over complicated and fits into the cowl perfectly; there is also a detail painting guide in the instruction sheet for these.

Now the assemblies were all dry it was time to put them together. The tail, as I said, needed just a little filler at the dorsal fillet joint but the wings needed something more. The wings at their root ends are a little too thin, leaving a step up onto the fuselage, so I cut a couple of spreader plates from the sprues and

attached them to the wing spar, (See Photo 9) forcing the upper and lower wing surfaces apart by about 30thou making a much smoother join to the fuselage. Crude but effective.

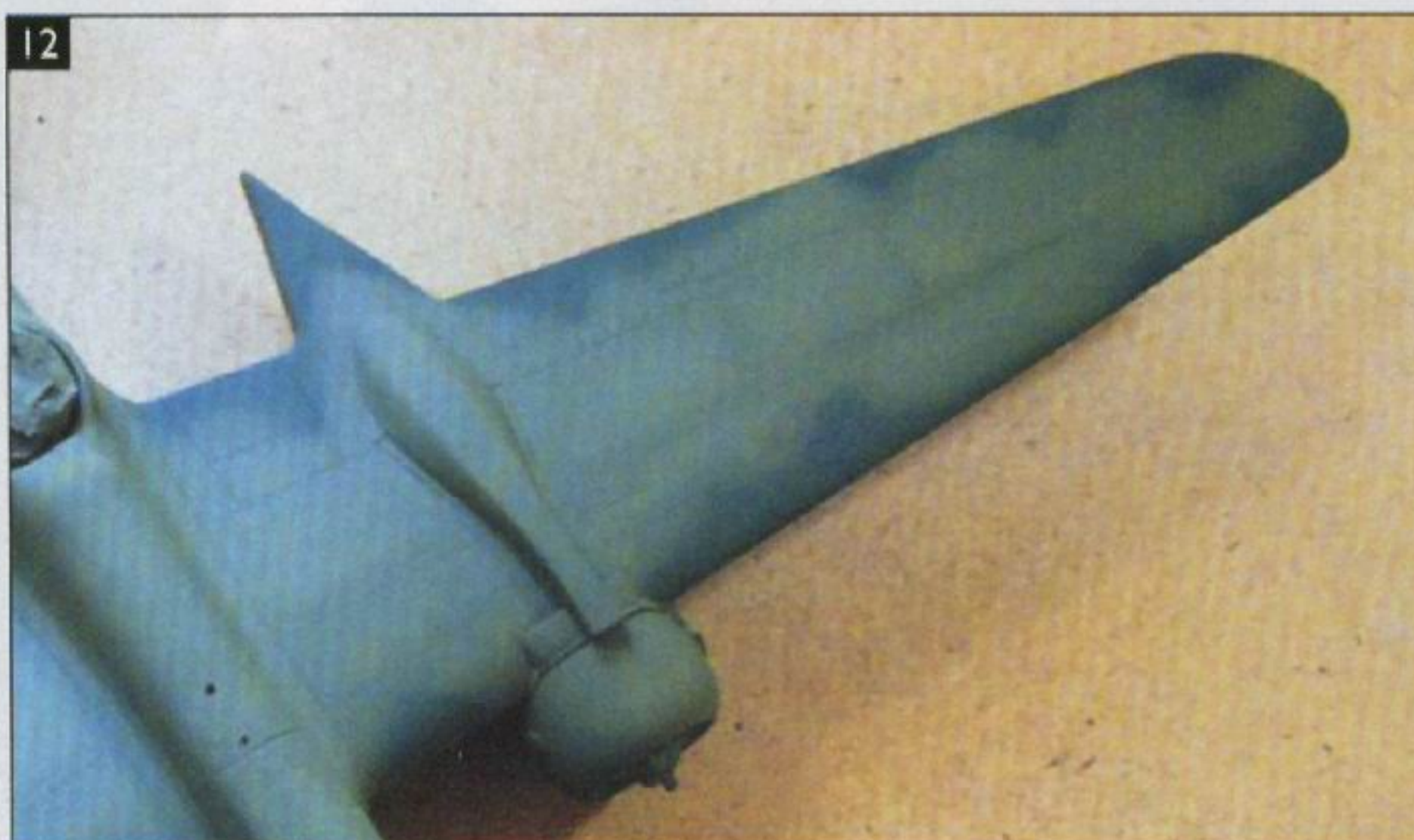
Once everything was together and set, it was out with the filler. The lower fuselage needed a buttering along the centre joint line, as did the rear upper joint of the nacelles, but once again nothing of any great hassle.

With it all sanded down and smooth the canopy was masked off and put into position, masking was applied to everything that was needed and it was time for paint.

Colour Options

There are two options in the box, 'Little Joe' from the 389th BS, 312th BG and 'Little Isadore' from the 89th BS, 3rd BG. They are both in Olive Drab (FS.34086) and Dark Green (FS.34092) upper surfaces and Neutral Grey (FS.36173) undersides.

'Little Joe' is by far the more



interesting scheme with a broad white stripe around the vertical fin, a white ace of spades on the rear fuselage and a cute little skull & crossbones on the extreme nose.

The whole kit was given a coat of Halfords Grey Primer (See Photo 10) and set aside overnight before the serious painting began. The grey primer is a pretty good match for the Neutral Grey so just the minimum of weathering and picking out the panel lines, (Photo 11 shows the starboard wing pre-shading) saw the lower surface done, leaving just the greens to do.

How much of a discussion and how much controversy still surrounds 'Olive Drab'? The number of references that disagree over the actual colour is astonishing. Considering it has a federal stock code it should be straightforward but as with anything to do with the interpretation of old photographs, it ain't.

I opted for a rather 'green' looking Olive Drab, hoping to get the feel of the faded, well worn, look

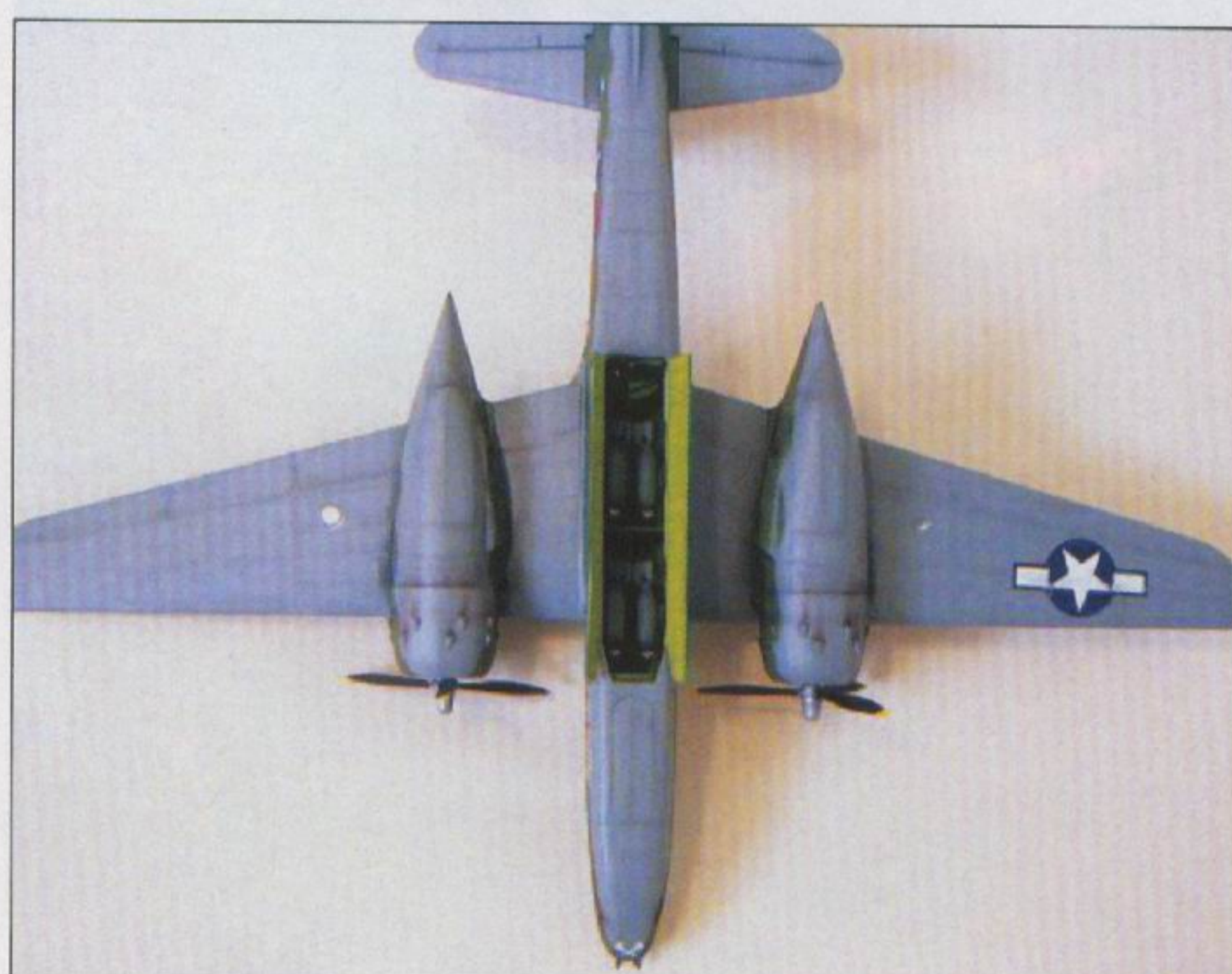
after the Pacific sun had had its way with the finish for some time. I think I may have gone a little too green but it's still pleasing to look at so I left it. The dark green edging was applied and all the panels given a quick dust of green pastels at the centres, (See Photo 12) and dark grey along the joints to give a bit of life to the surfaces. Then a liberal application of paint chips, especially along the wing and tail leading edges was applied prior to some exhaust staining and black pastels brushed into the control surface hinges.

The whole kit was then given a gloss coat in preparation for the decals (See Photo 13).

Decals

The two options on this sheet are well printed by ScaleMaster, they are in near perfect register and show good colour definition of density.

These decals take some time to come free of the backing paper and when they do the adhesive has that

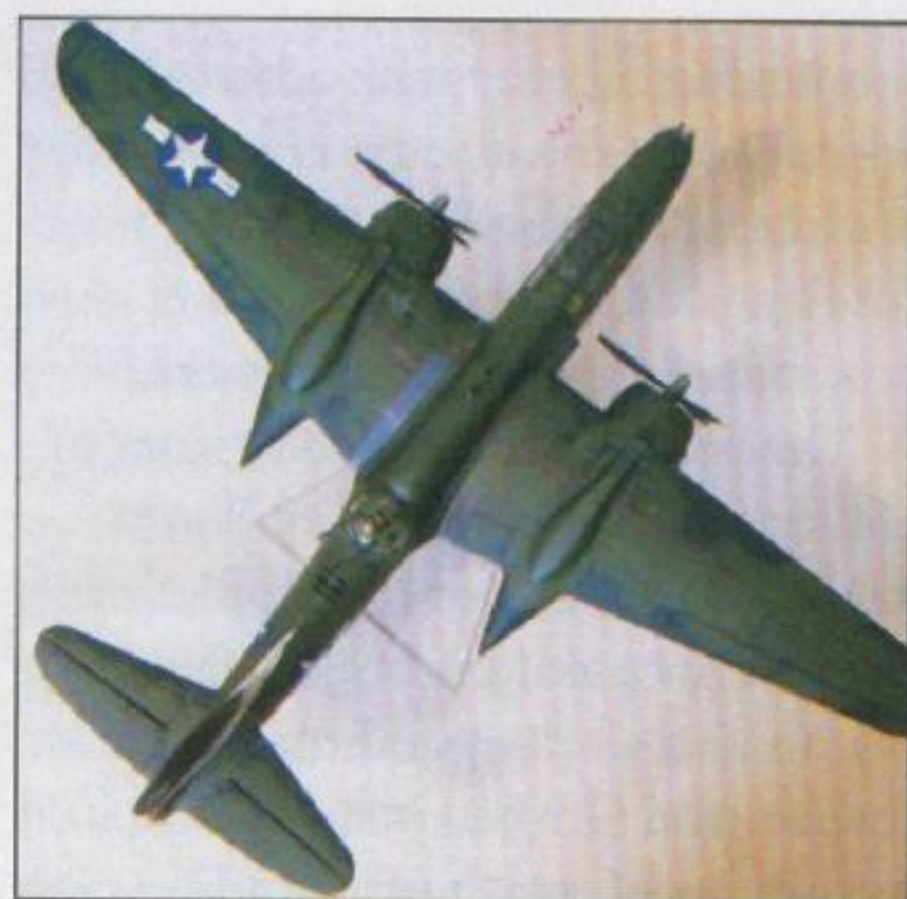


strange murky blue look to it, I know they say that this will dry clear, but I like to rinse the decal in clean water and let the Micro Set do the gluing. On application the decals move around easily yet settle down well and react perfectly with the Microscale solutions. The options on the sheet are both representative of Pacific Havocs and both have some character to them but as I said earlier, the 312th BS, 389th BG with the skull and crossbones on the extreme nose, is easily the more interesting (See Photo 14).

Decal Rating = 9/10.

Final Assembly

Once the decals and the setting solutions had thoroughly dried out I fitted all the little bits I'd previously left off for fear of damaging them, these included the radio mast and DF loop aerial, gun barrels, bomb bay doors and the pitot tube on top of the fin (this last item I made from a small piece of 40thou



plasticard as there is not one in the kit. Tut, Tut, AMT). After a couple of coats of Humbrol matt enamel spray (my favourite finish) I fitted the radio aerial wire, the turret transparency and the rear fuselage windows and hatches, to make it 'job done'.

Accuracy

The kit measures 388mm in span and 305mm in length, which scales up to 18.62m x 14.64m. The real thing is 18.69m x 14.63m, so by my rather crude measuring and

mathematics, that makes it just about spot-on.

I can't comment on the way this aircraft looks on its undercarriage as it was put up on a stand, 'flying', but if the pictures on the box side are anything to go by, it looks just right.

Conclusion

- Good Points: A lot of kit for your money. Accurate and well moulded, good markings and decal choice. Easy to build.
- Bad Points: Lack of detail in and around the bomb bay and wheel wells. There is a lot of talk at the moment of how expensive our hobby is becoming but at this kind of price (£14.99), however you look at it, this is 'good value'.

I was a little disappointed that I had to model this Havoc, wheels up, as the oleos, wheels and tyres are moulded very nicely and I do like the way the Havoc looks on its tricycle undercarriage. This means I didn't get to use some of the bits in the box, but even so I have

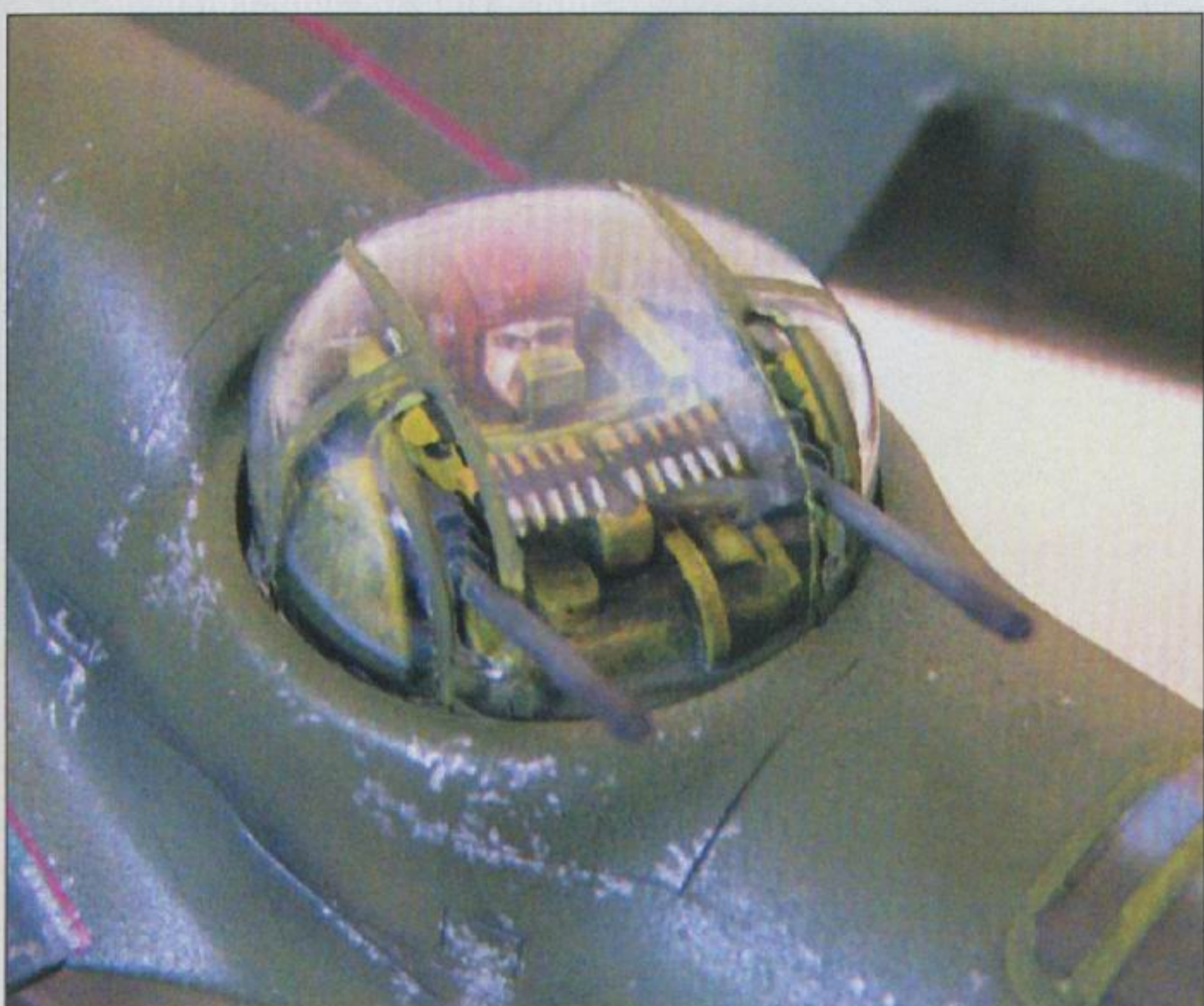
absolutely no hesitation in recommending this kit to anyone and everyone with even the slightest interest in this type.

There are rumours going around that this kit is about to be reissued under a different label. Whoever is going to continue making this Havoc is to be congratulated because this model is worth every penny and well worth the effort.

Steve A. Evans

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- Warpaint No.32 by R.J. Caruana, ©Hall Park Books Ltd.
- US Aircraft of WWII by David Mondey, ©Chancellor Press.
- Vintage Nose Art by GM Valant, ©MBI Publishing Company. (This publication has a great picture on page 171 of a 389th BS Havoc 'Eloise' with the skull and crossbones, beautifully shown)



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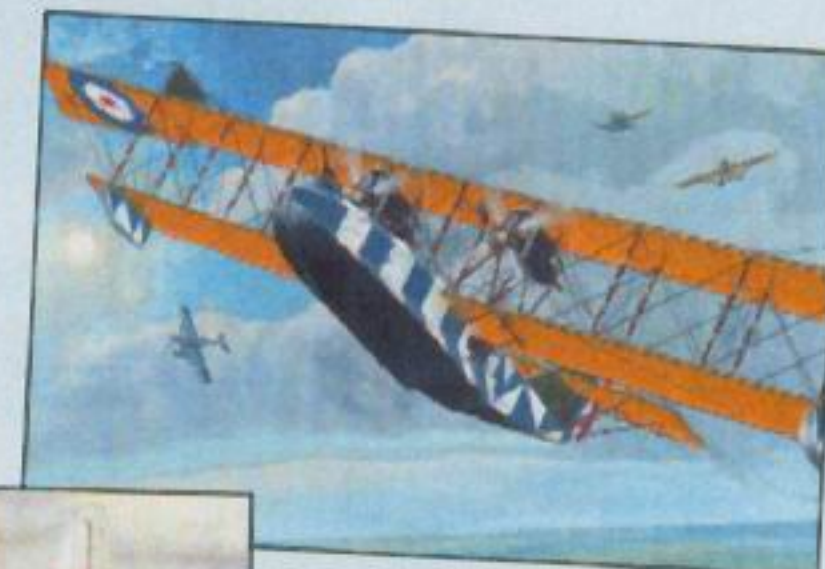
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1/72nd Scale

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Exeter's Defiant

The Boulton Paul Defiant Mk I

by Wojciech Butrycz

No.307 (Night Fighter) Squadron was the only Polish squadron equipped with Defiant night fighters during WWII. Deliveries of this type commenced in the autumn of 1940 and some of them were still in use as late as September 1941, even though most had been replaced with the Bristol Beaufighter. For two years, between April 1941 and April 1943, No.307 Squadron was based at Exeter airfield. The sole surviving Defiant Mk I, EW•D, N1671, exhibited at the RAF Museum, Hendon, served with No.307 Squadron between September 1940 and June 1941. It must be said however, that the present finish of N1671, especially the colour and size and shape of the code letters (EW•D) does not reflect its original wartime appearance. It is not even proven that N1671 ever wore 'D' as its individual code letter during its time with the squadron? To date just one No.307 Squadron Defiant Mk I has been fully portrayed, thanks to recently discovered photographs that covered the period in which the squadron

operated from Exeter. It turned out that several squadron members had a photographic session in late April 1941 while at Exeter airfield, and some of these photographs even found their way to the British girlfriends of the Polish pilots! All of these photographs were taken with Defiant N3437, EW•K in the background. Much confusion was created a few years ago when an article in the Polish magazine *Aeroplan* 3(14)/97 appeared, suggesting that the aircraft might have been painted in a curious all black undersurfaces and Dark Green/Dark Earth upper surfaces scheme. This, it was claimed, was because it had only been partly overpainted from an earlier camouflage scheme (Sky undersurface and Dark Green/ Dark Earth upper surfaces) to the then standard, RDM.2A Special Night scheme. Close examination of the photographs included in this article do not confirm this, in the author's opinion, and at least one photograph clearly shows an all-black aircraft with grey individual code letter K

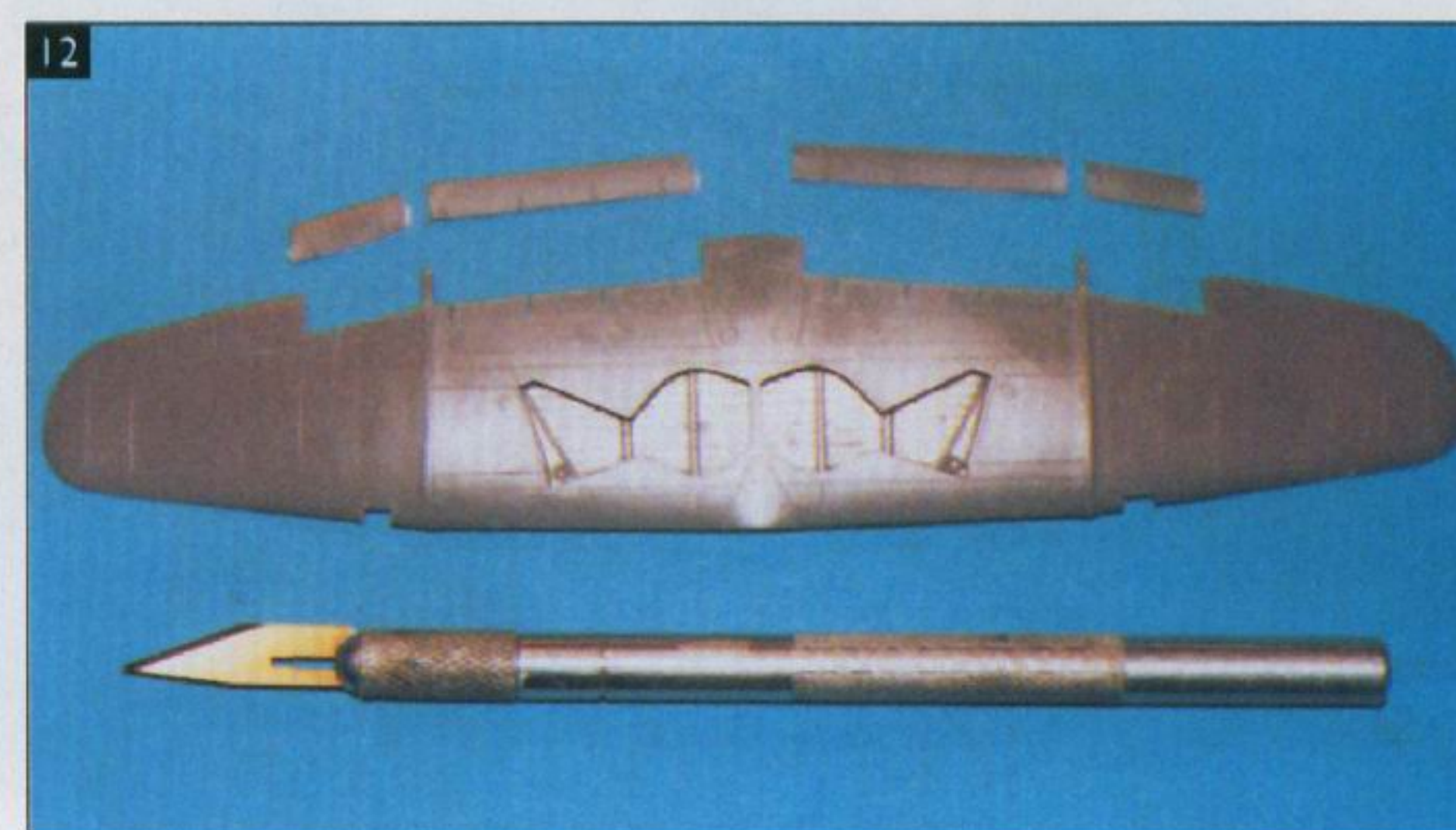
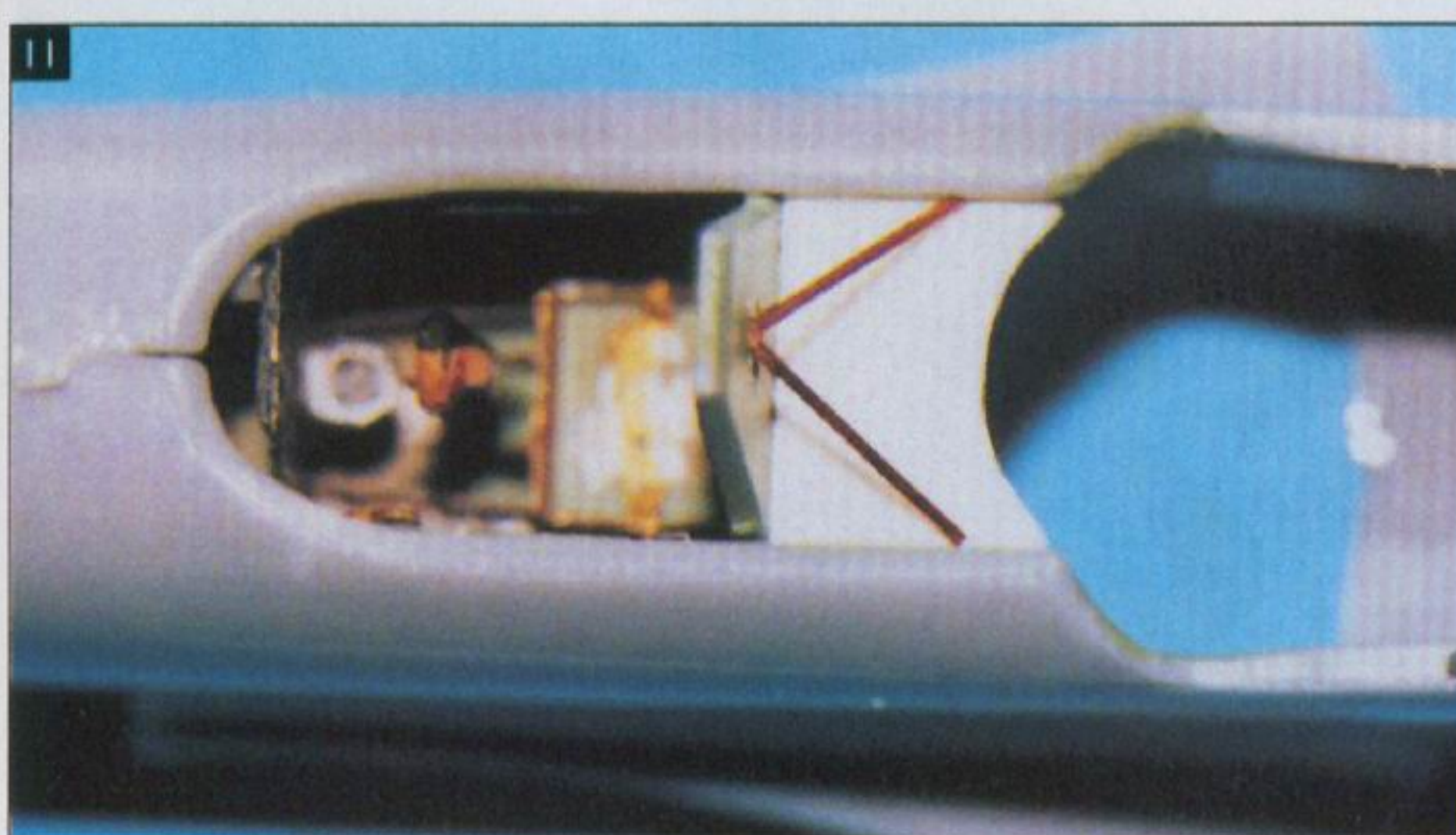
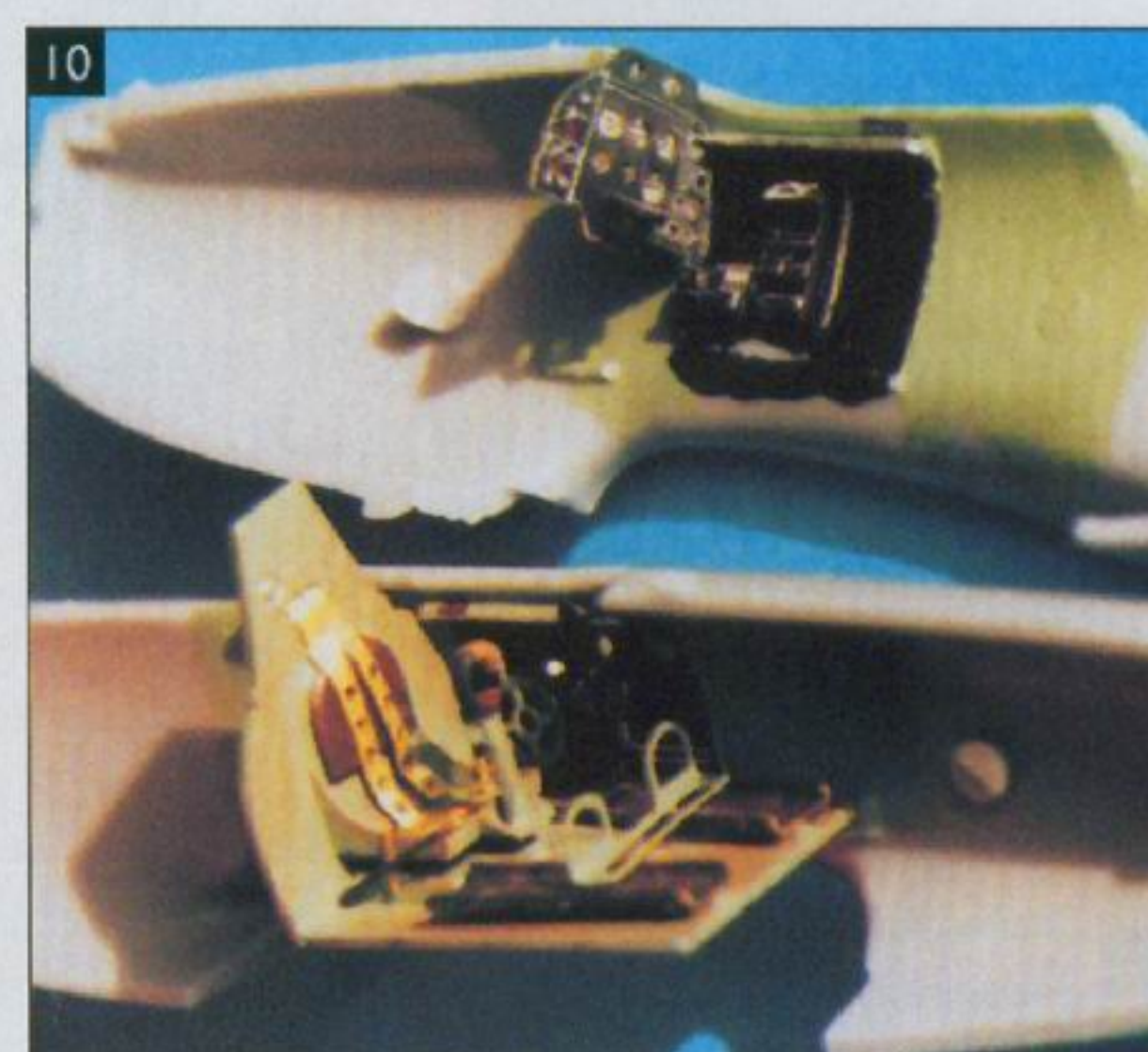
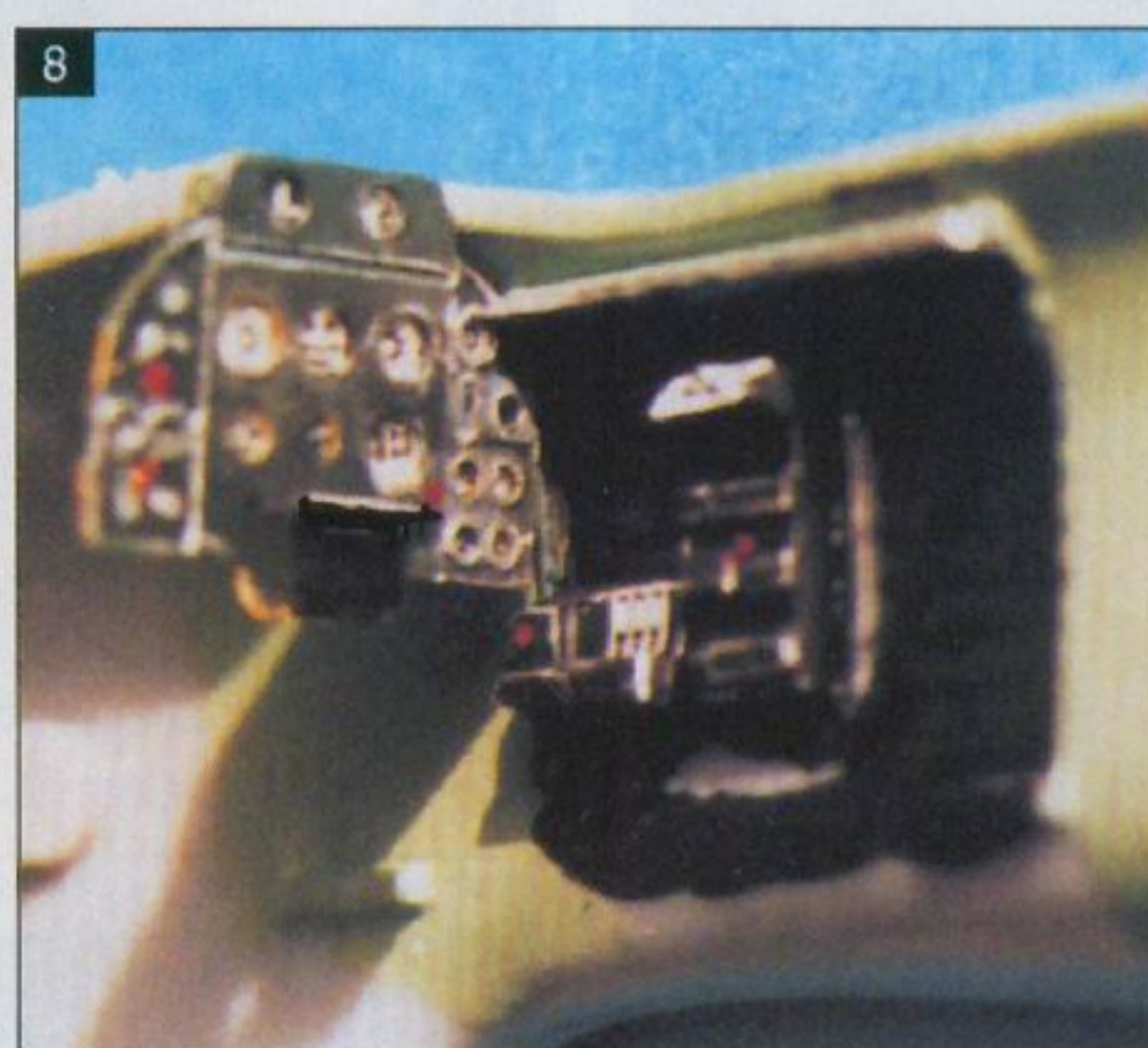
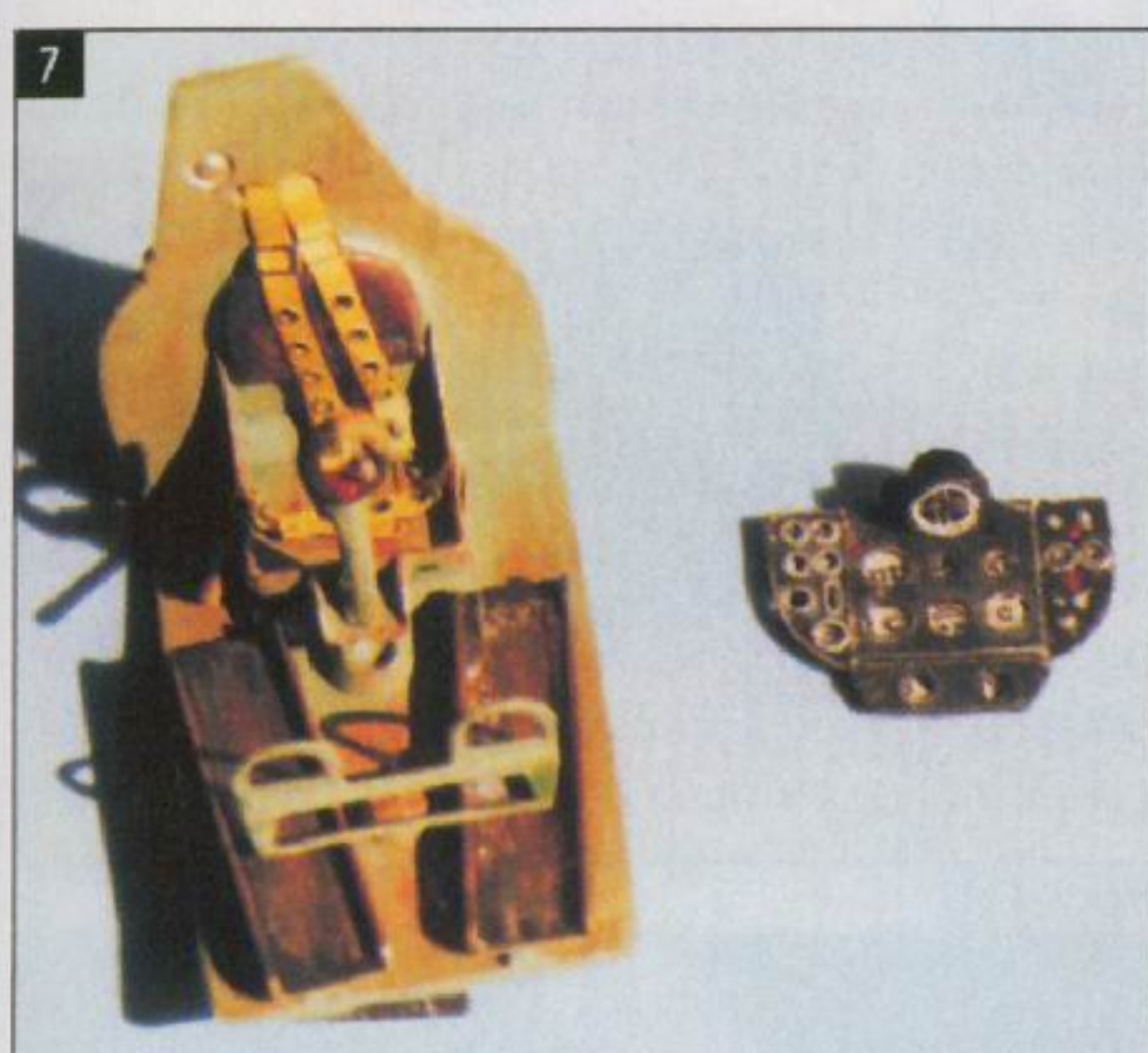
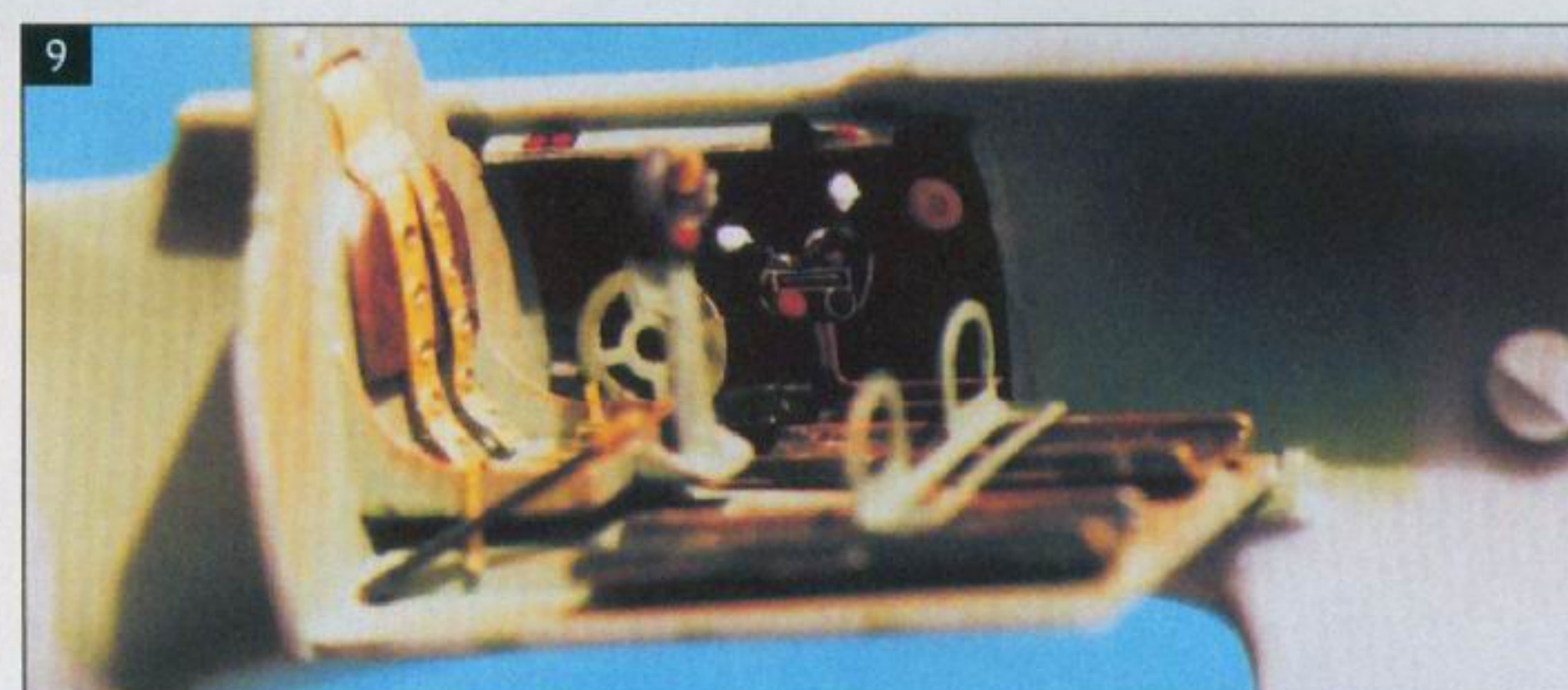
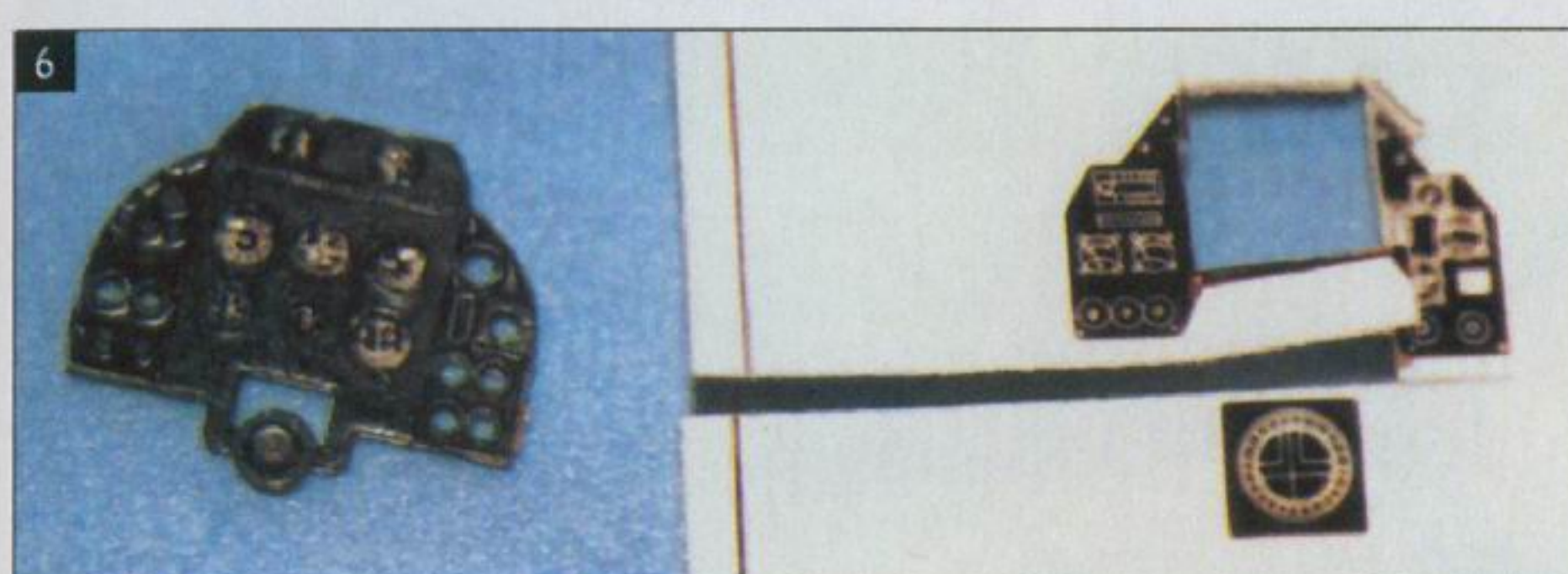
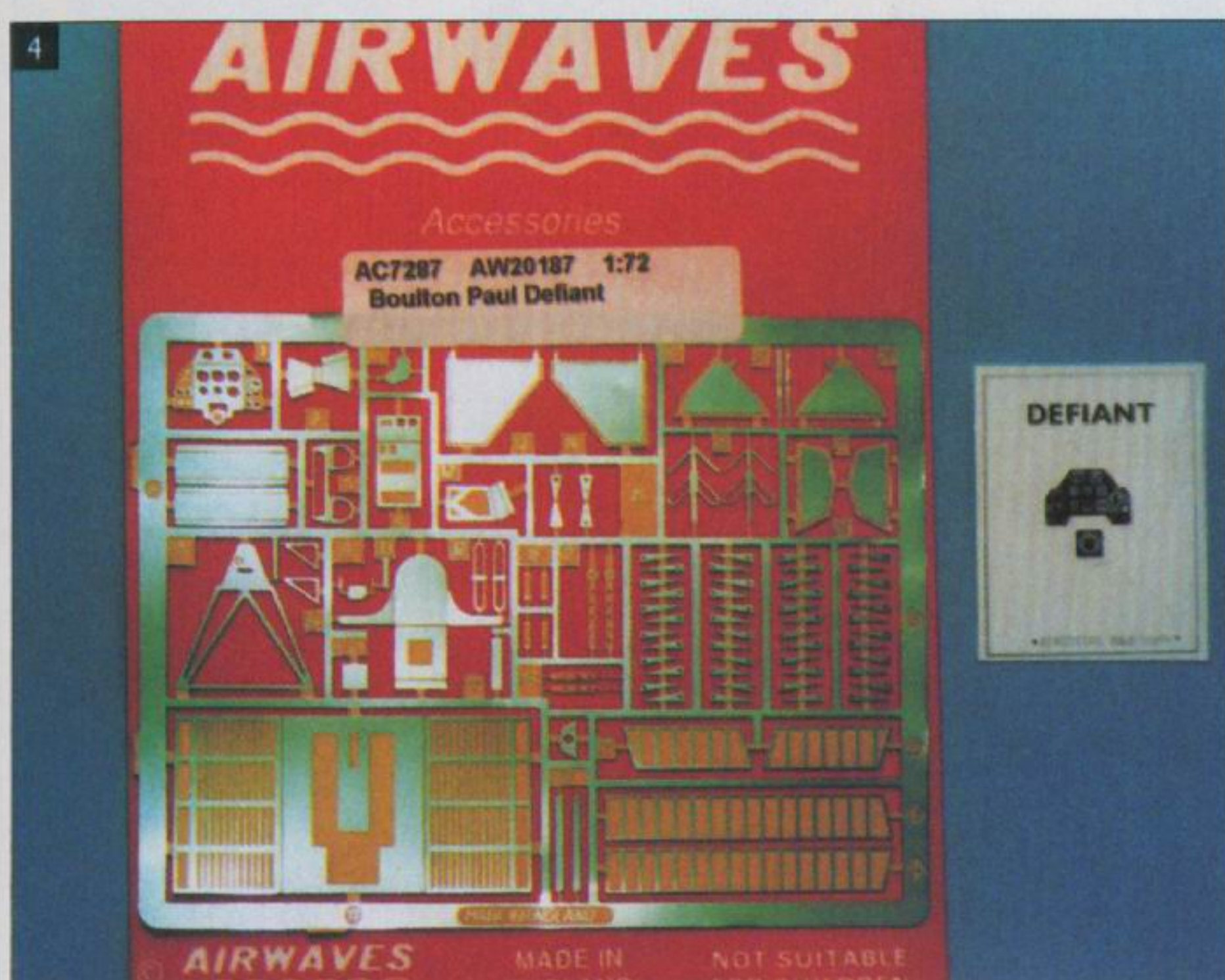
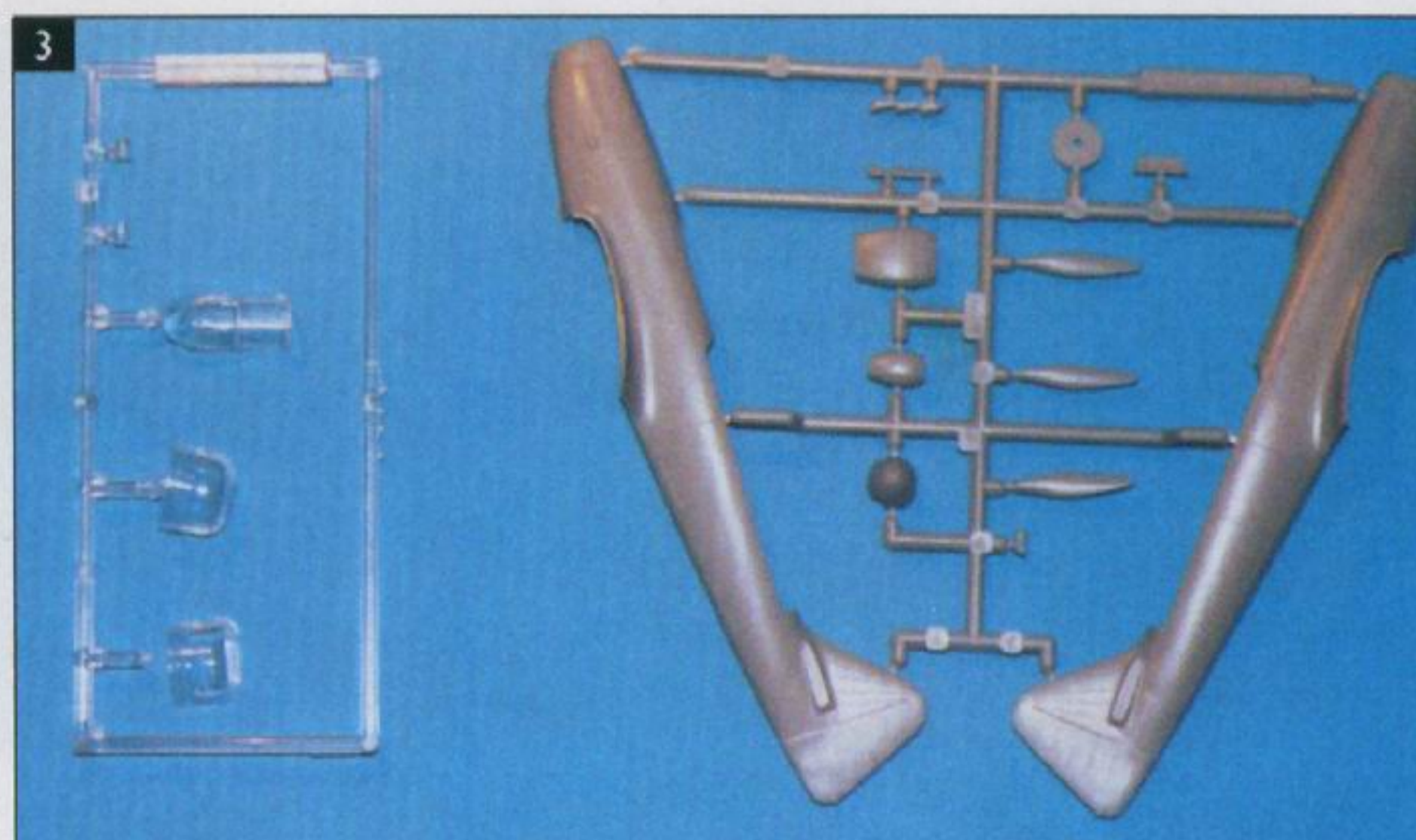
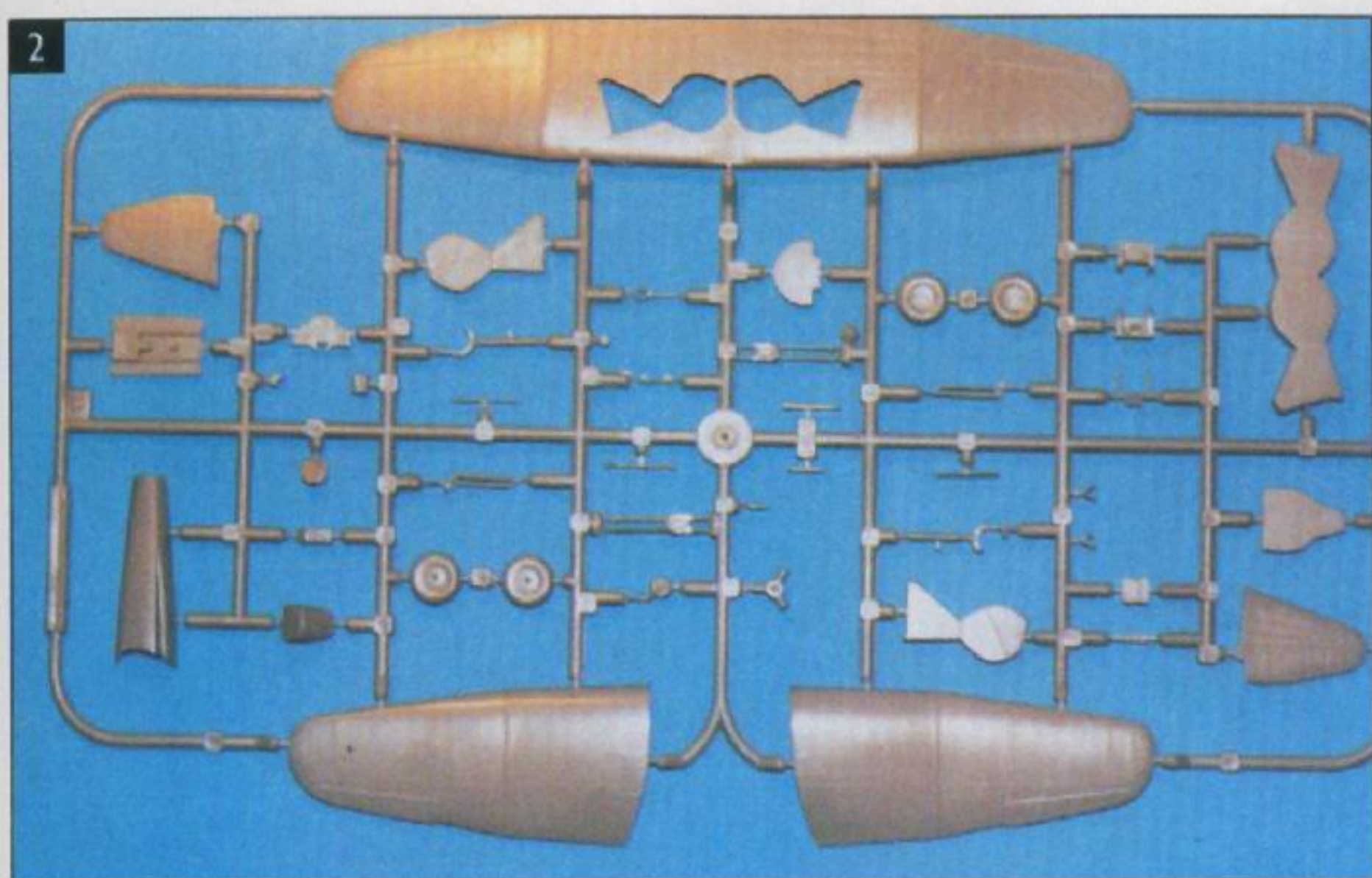


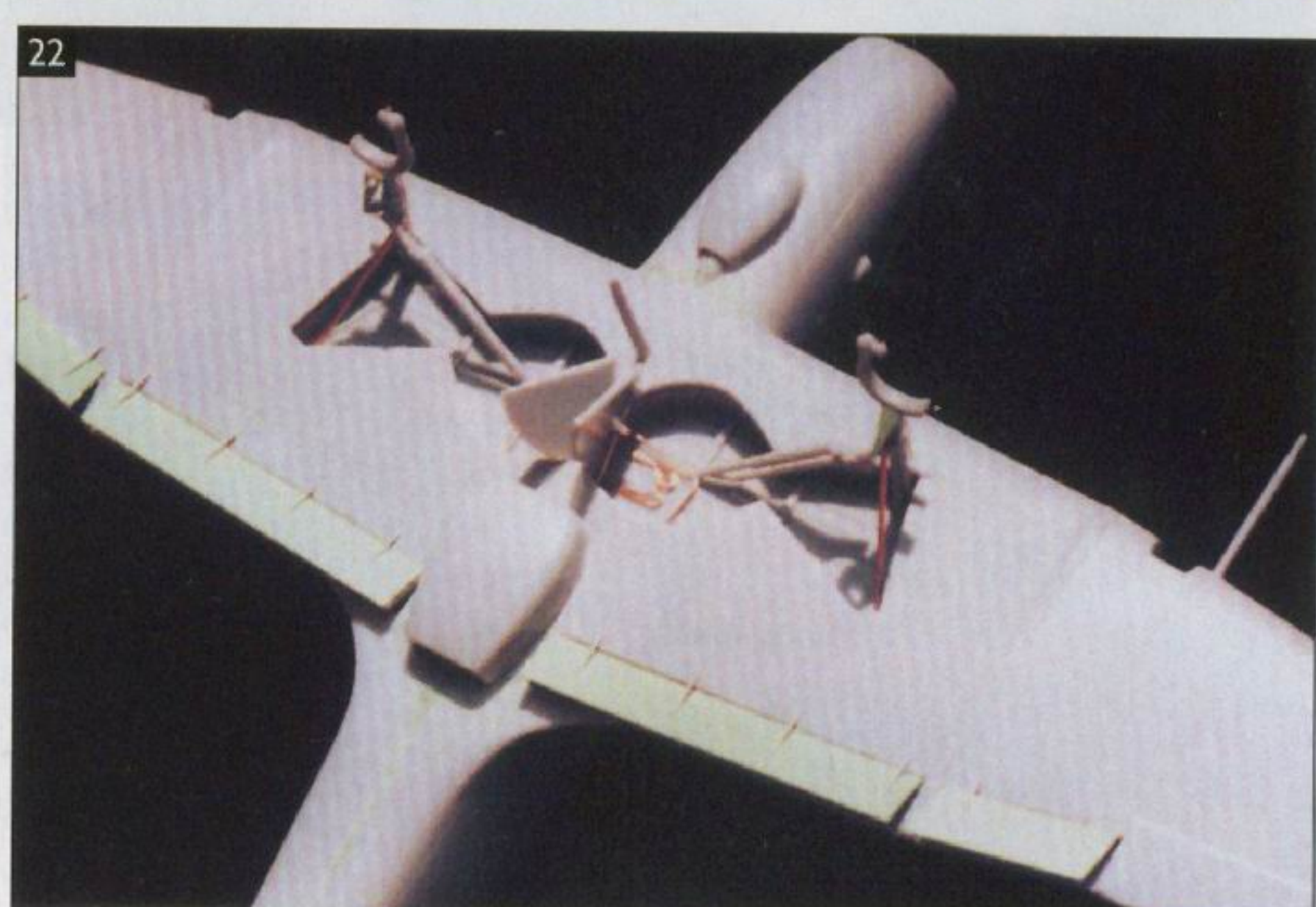
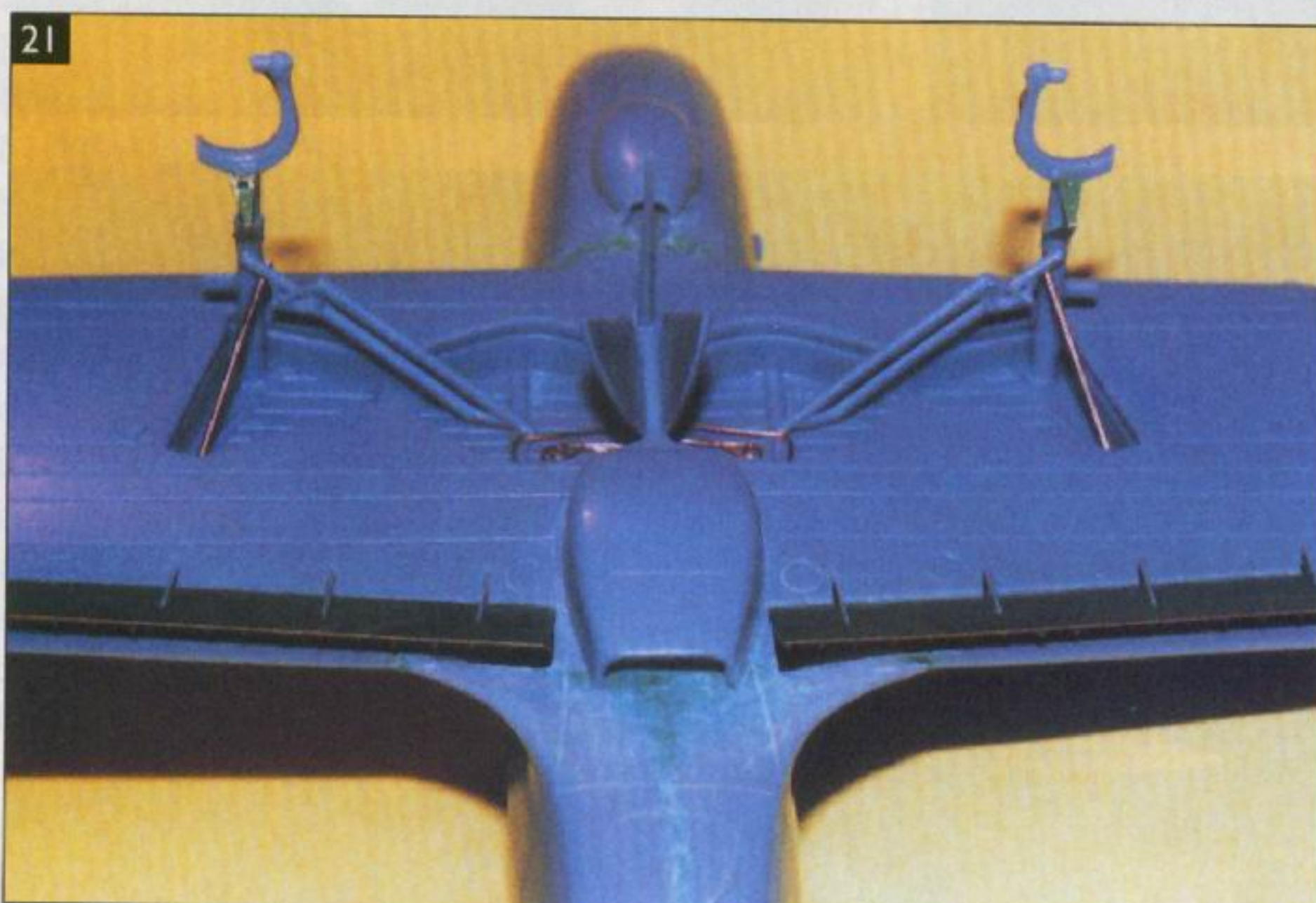
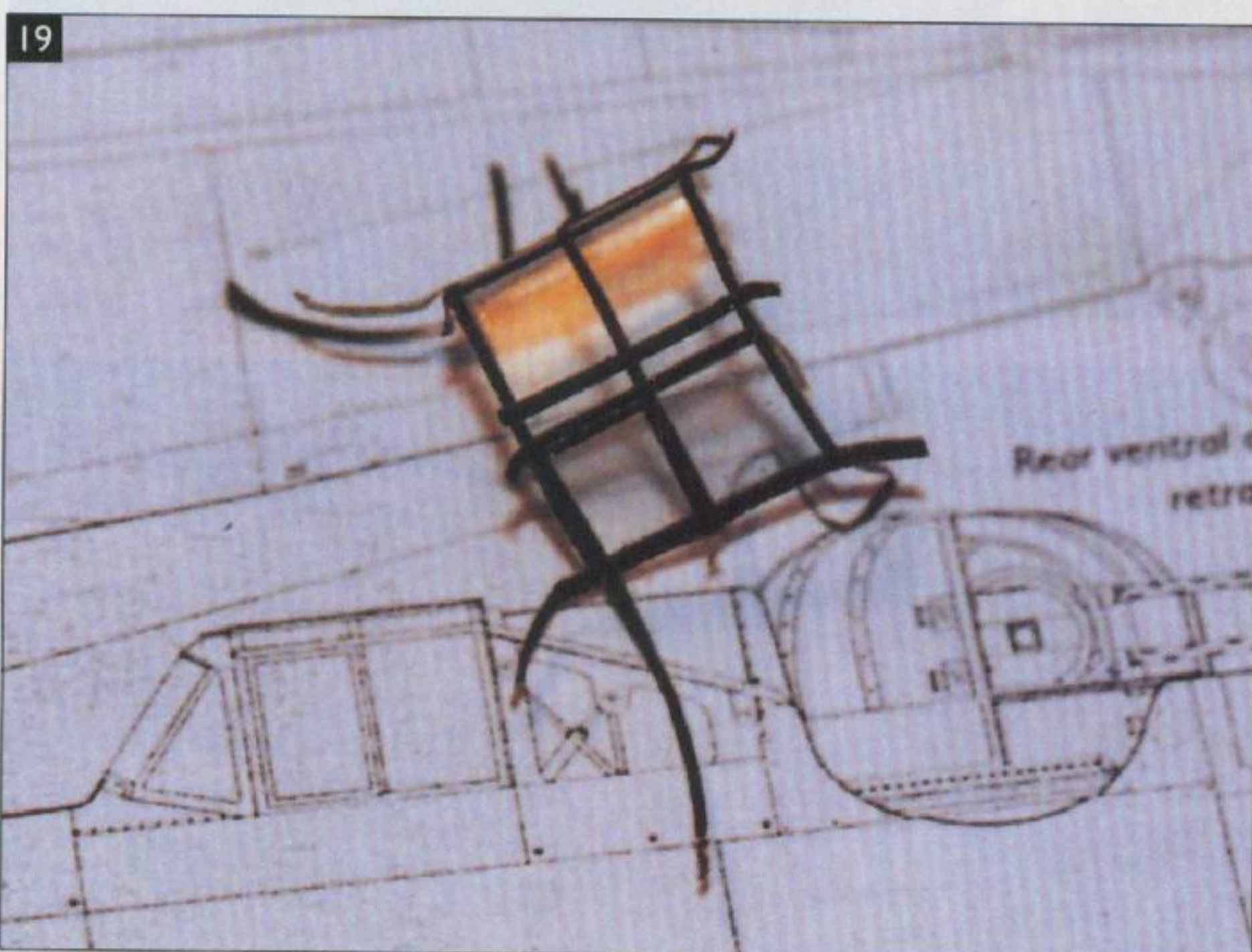
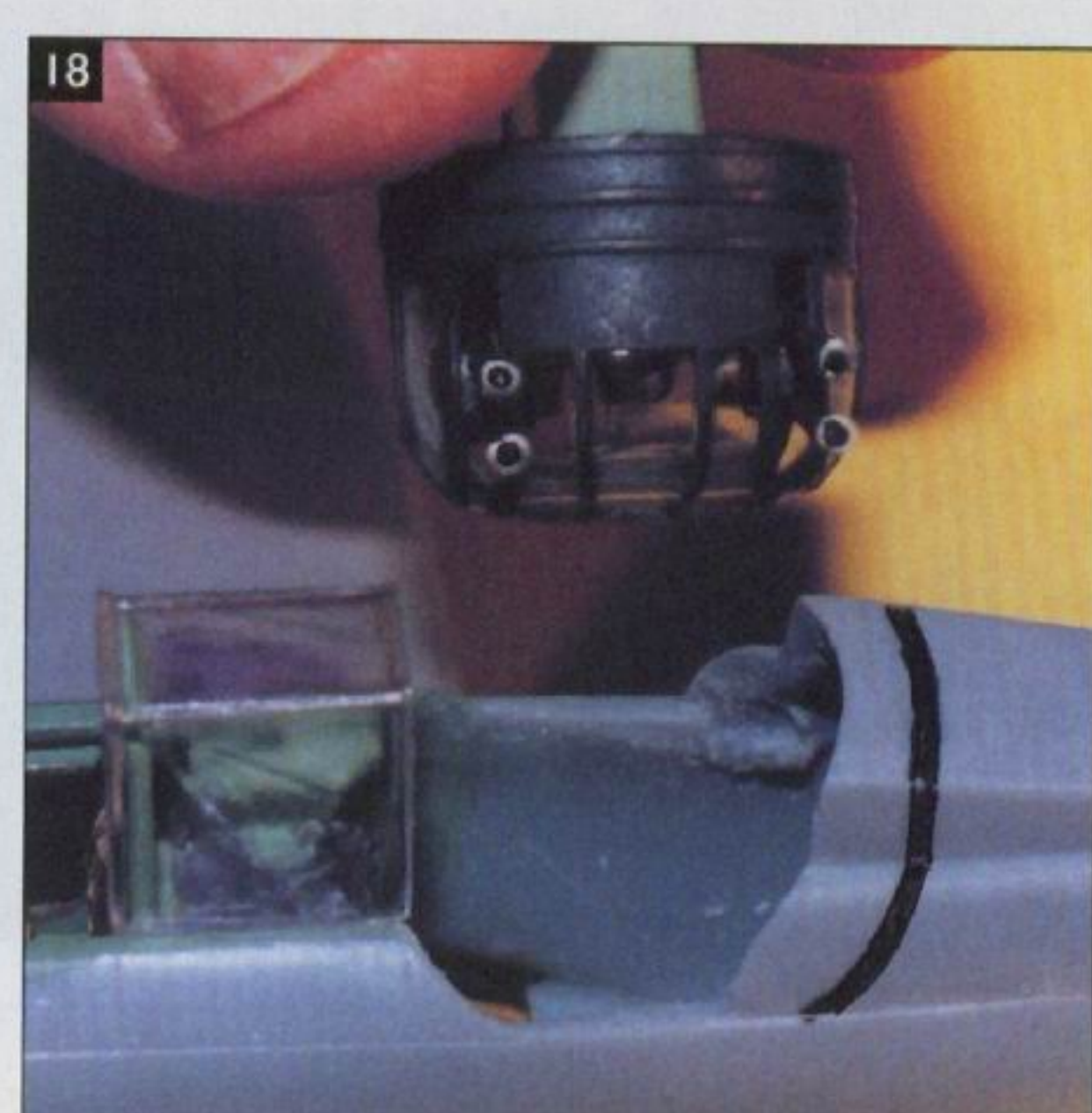
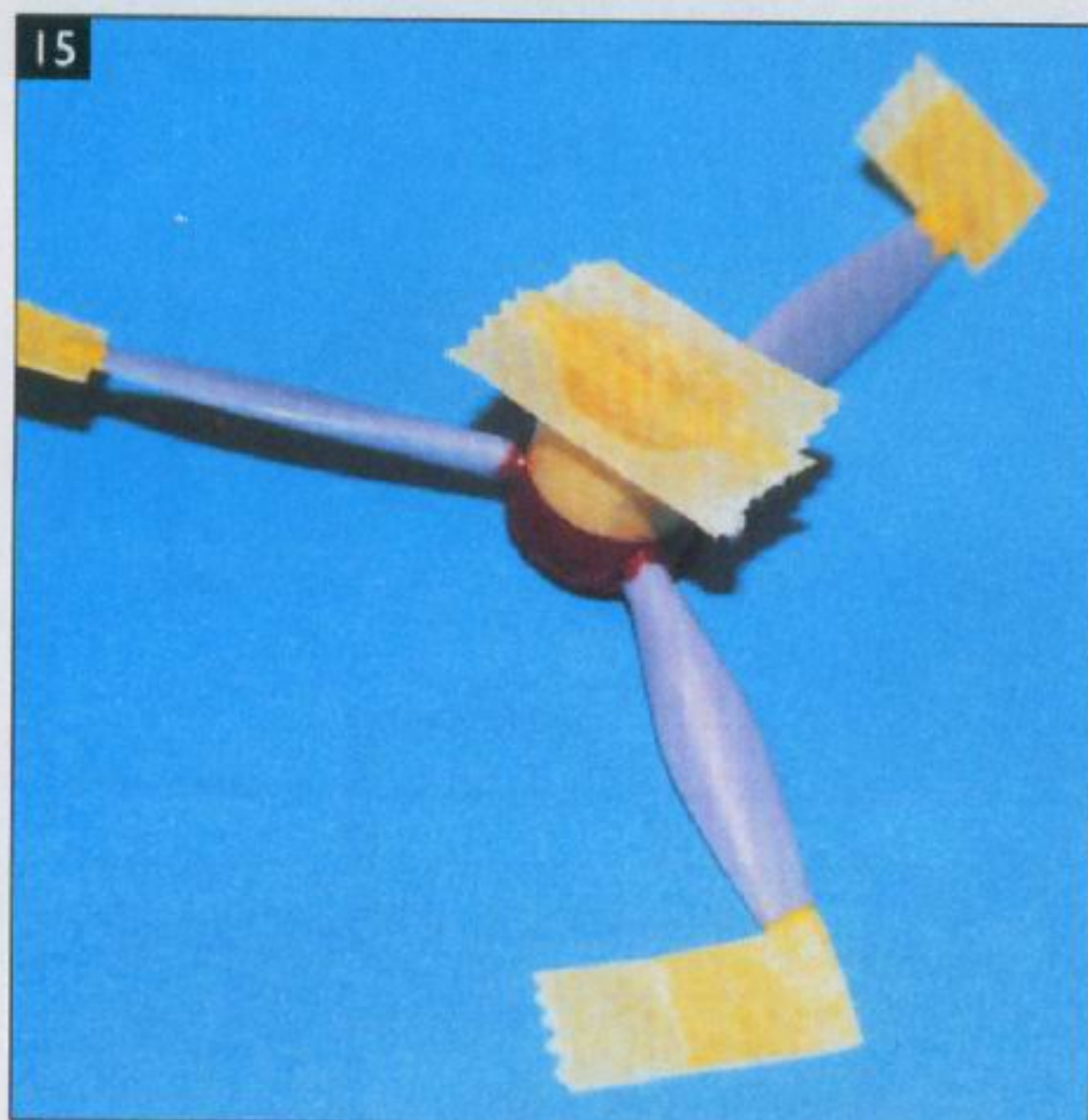
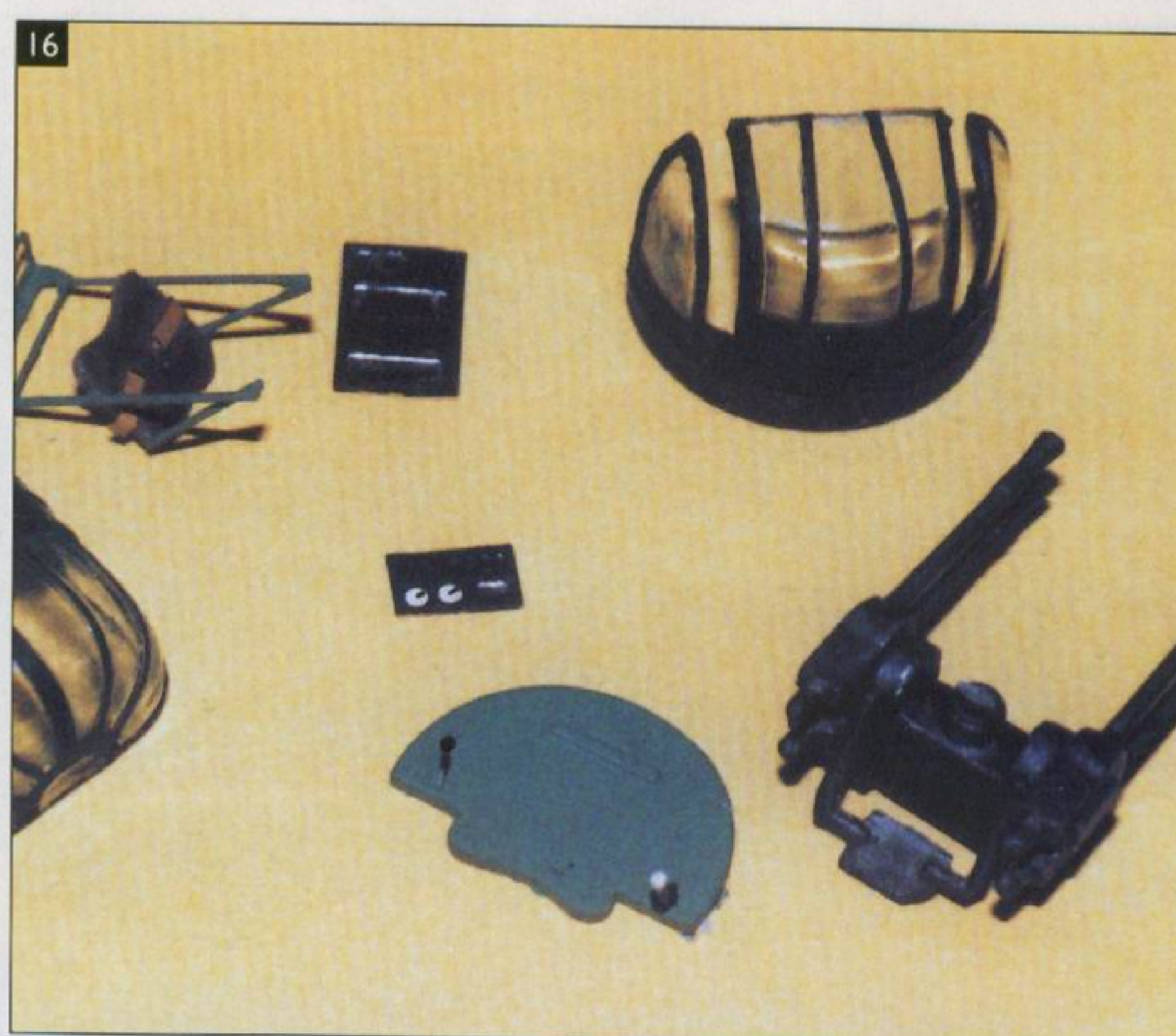
and dark red N3437 serial number. What was misidentified as 'camouflage' was most probably well worn, faded and stained (with fuel and grease) black RDM.2A or DTD.308 paint. I have therefore decided to paint my model all black and to simulate heavy weathering.

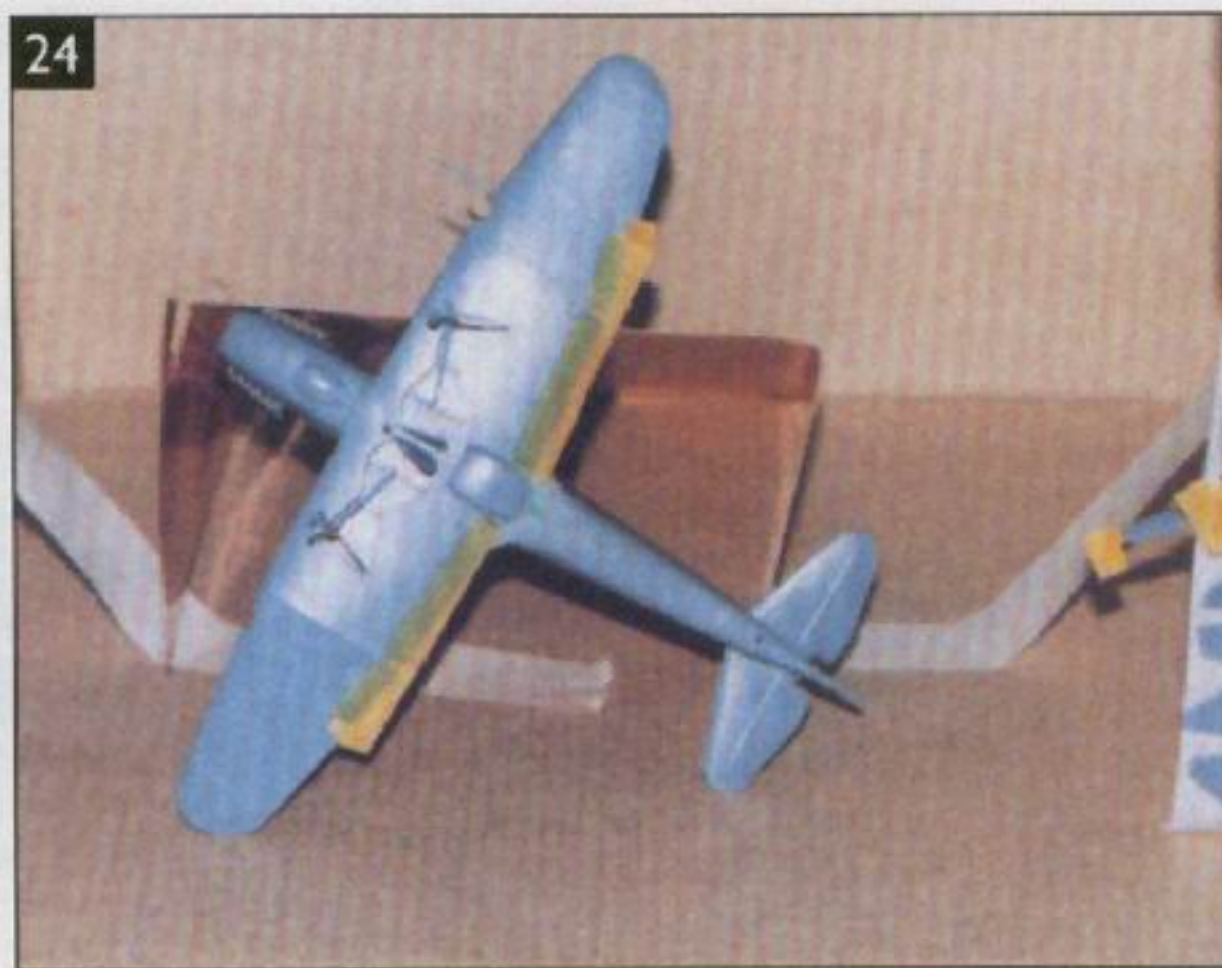
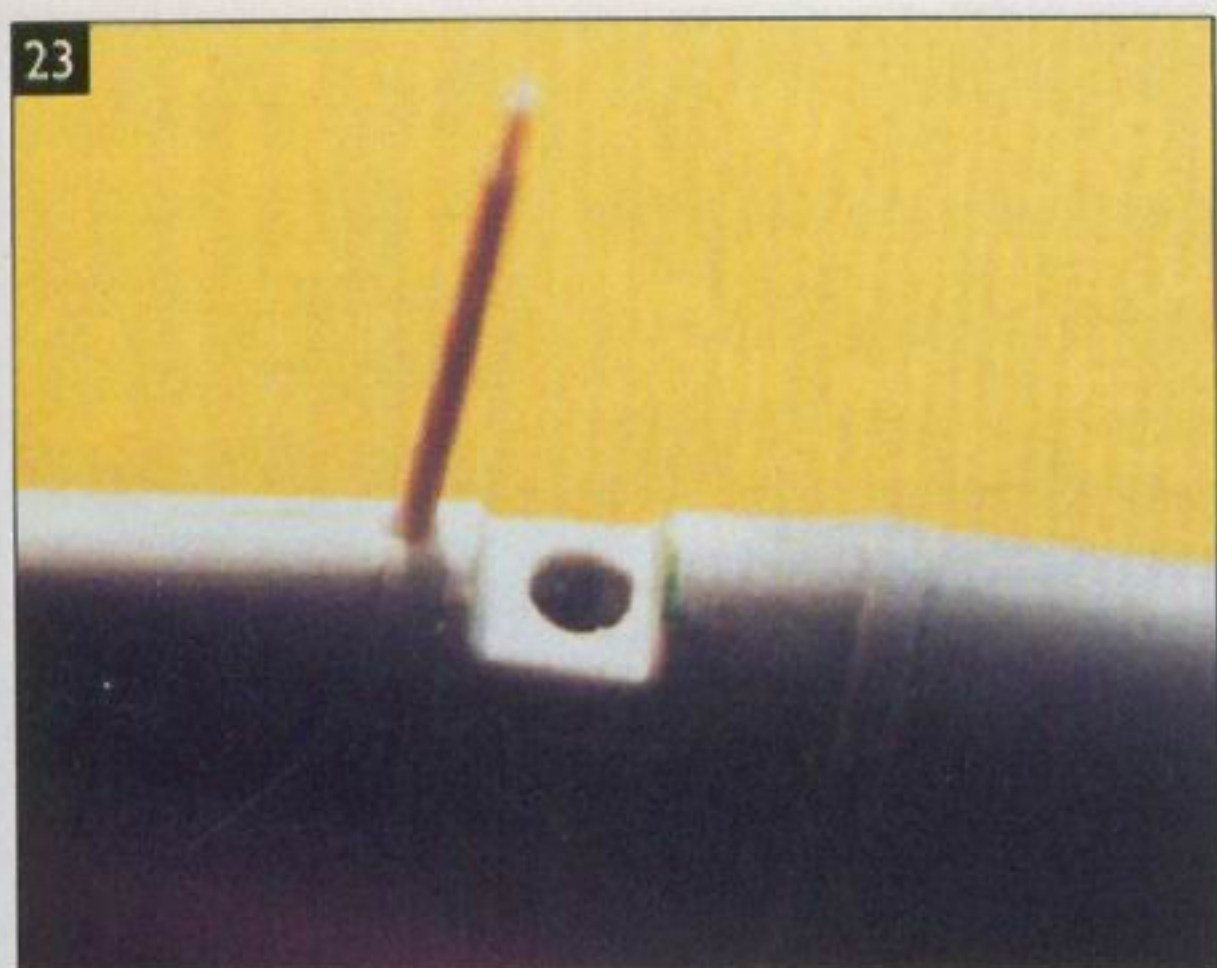
The Model

Several Defiant kits in 1/72 scale were released recently, all of them

originating from the Czech Republic! These were from Czech Master Resin, Pavla and, recently, MPM. On top of these you also have to consider the ancient kit from Airfix and the limited-edition example from Pegasus. Comparing them all, I decided that the MPM model seems to be the most accurate. The new short-run technology introduced by MPM's toolmakers allows finesse of surface







detail similar to that of the newest Japanese mass production kits. Also, the quality of small detail parts was considerably improved. That said, there is still scope for aftermarket manufacturers to produce detail and update sets for this kit.

The model is packed in the usual MPM style of box showing two No.264 Squadron Defiants in flight (See Photo 1). There are two grey and one transparent sprues of limited-run injection moulded plastic (See Photos 2 & 3), the latter including the cockpit and turret transparencies. Clear instructions and a decal sheet providing three alternative colour schemes and stencilling are also included. For my project I also used the Airwaves set #AC7287, purchased some ten or more years ago, and an instrument panel produced some time ago by the Czech company Aerodetail B&B Vsetin (See Photo 4).

Construction

I started with the cockpit interior. This was constructed from a

mixture of kit, photo-etched parts (See Photo 5) and copper wire etc. Airwaves instrument panel, painted black, was supplemented with gauge faces individually cut out from the Aerodetail sheet (See Photo 6).

The finished and weathered cockpit floor/seat/bulkhead sub-assembly and instrument panel are shown in Photo 7. I then glued the instrument panel to the

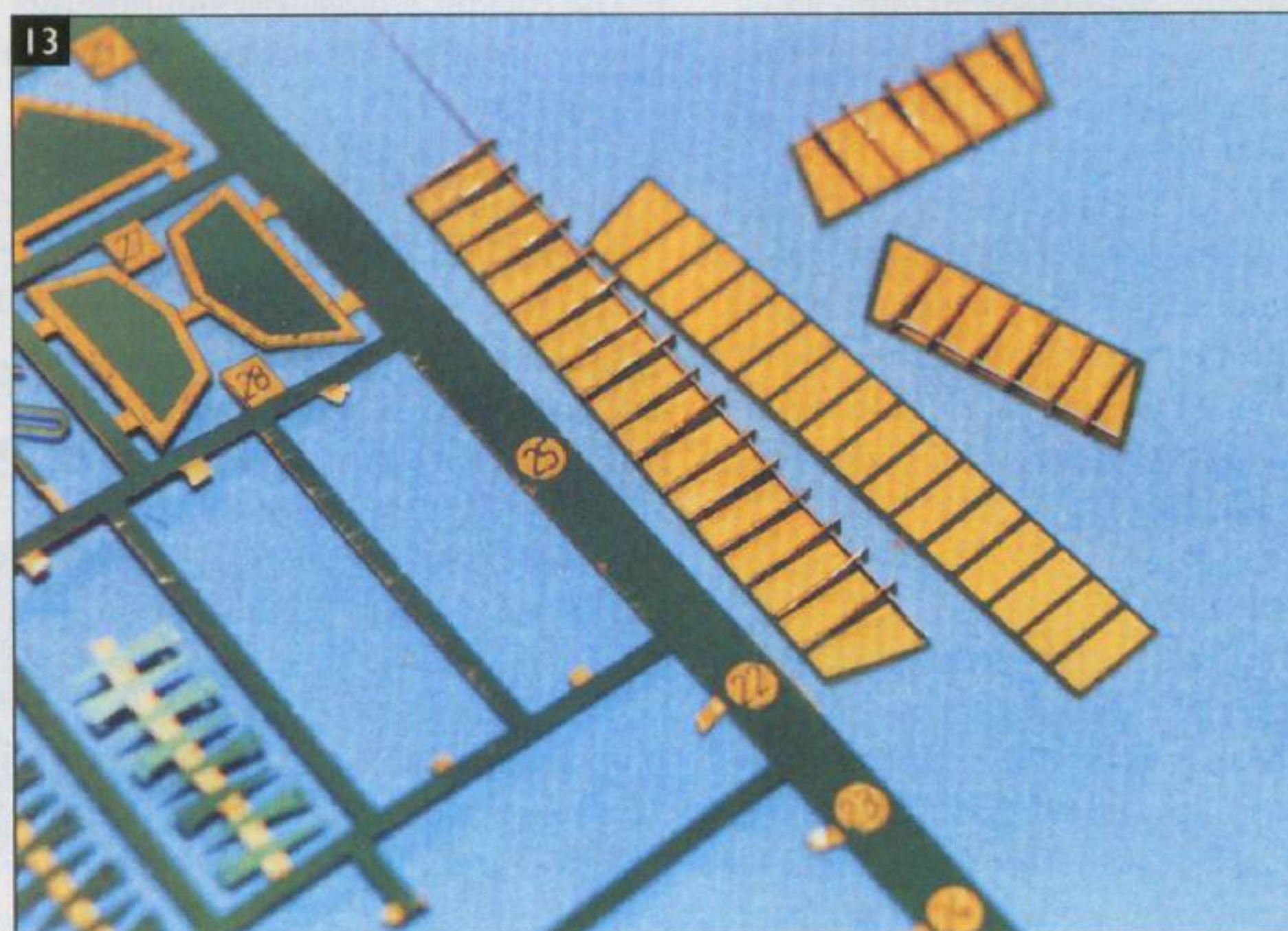
starboard fuselage half (See Photo 8), while securing the floor/seat/bulkhead to the port half (See Photo 9). Photo 10 shows two fuselage halves prior to gluing them together. While the fuselage halves were still drying, I added the rear cockpit bulkhead, shelf and supports (See Photo 11).

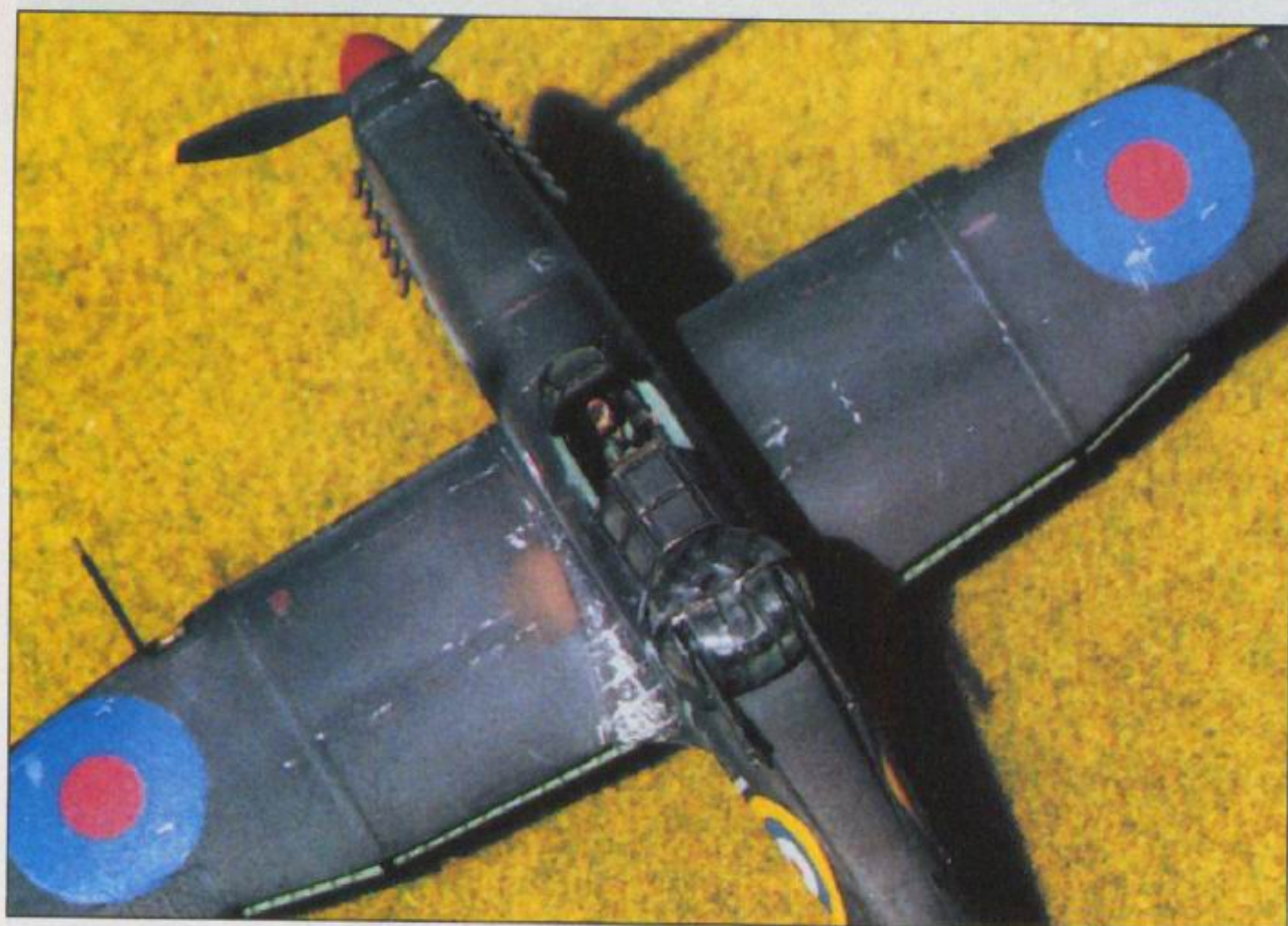
Since I planned to build the model with dropped flaps, I turned

my attention to the wings next. Kit flaps were cautiously separated from the wings by means of a scalpel (See Photo 12). New flaps were constructed from Airwaves parts as per their instructions (See Photo 13). Since they were designed for the Airfix kit, they demanded some corrective trimming here and there, but this was no major problem. The installed flaps are shown in Photo 14. In this photo you can also see the wings and tailplane assembled to the fuselage, as well as some detail parts like the pitot tube, antenna masts and radiators already attached. All of these assemblies were filled with Green Stuff putty wherever necessary, sanded smooth and put aside for the painting session.

Next came the propeller/spinner assembly. This was cemented together and when dry, the spinner was painted dark red while the propeller blade tips were painted yellow. These were then masked off prior to painting them black (See Photo 15).

While these were drying I turned my attention to that prominent





Defiant turret. There are enough kit parts to build a reasonable replica of the turret, but I decided to add some photo-etched parts like seat belts, gauges, copper wire levers, a new seat assembly, gun sight etc. These, already painted, are shown in Photo 16, while the assembled turret is shown in Photo 17.

From the moment I glued that turtleback part (#B4) to the fuselage, I knew there was something wrong with it, but I did not know what? Only when I tried to insert the pre-built turret did I realise that the turtle-back is 3mm too long. This meant that it was not only impossible to insert the turret, but it also completely ruined all the rear fuselage proportions. This error was confirmed by comparison with a number of published scale plans, including those published in the Vol. 9 Iss. 4 edition of this magazine, which I reduced to 1/72nd scale. There was no way round it but to mark a cutting line (See Photo 18) and then carefully cut out the unwanted section.

The windshield and rear part of

cockpit canopy were prepared from the kit parts, while the sliding section of the canopy was formed from clear acetate sheet. All the canopy frames were made from Tamiya masking tape painted black and cut to thin strips on a piece of glass (See Photo 19).

Then came the undercarriage assembly. The kit parts were improved by the addition of the Airwaves photo-etched items and copper wire. The tyres were painted 'tyre black' while the hubs were painted Tamiya black (See Photo 20). These assemblies were then glued into the undercarriage bays and some more copper hydraulic piping was added (See Photo 21 & 22). The antenna masts and pitot tube were the last items to be attached to the model (See Photo 23).

Painting

If one paints a model all black you have to be prepared for a lot of mess due to the black paint particles spraying all around your modelling area. For that reason I prepared a kind of painting booth from a cardboard

box, into which all the parts and sub-assemblies were placed for spraying (See Photo 24). They were then all sprayed matt black with Tamiya acrylic paint (See Photo 25).

The particular machine I was building had a six-stub exhaust system, which I thankfully found in my spares box. Painting and weathering on the model was carried out as shown in Photo 26. The cockpit windshield and canopy were installed and weathered later (See Photo 27).

The model was decaled with a mix of kit decals (RAF national insignia and stencilling) plus squadron code letters from the Pavla kit, Techmod Polish chessboards and Modeldecals red serial numbers. The whole model was then heavily weathered with the use of grey and rusty pastels. Chipping was done with the use of a Staedtler silver ballpoint pen. Details of weathering are shown in Photo 28 (wings) and Photo 29 (rear fuselage). The model was then given a coat of Pactra Clear Matt overall. The finished model is shown in Photos 30 to 40.

Conclusion

There is no doubt that this is the best 1/72nd scale model of the Defiant so far, which is good as I don't think we can expect more Defiant kits in this scale in near future. Apart for the turtleback problem described above, there were no major problems with the assembly of this model. This comment even extends to the use of the Airwaves photo-etched detail set, which was actually designed for the Airfix kit!

Wojciech Butrycz

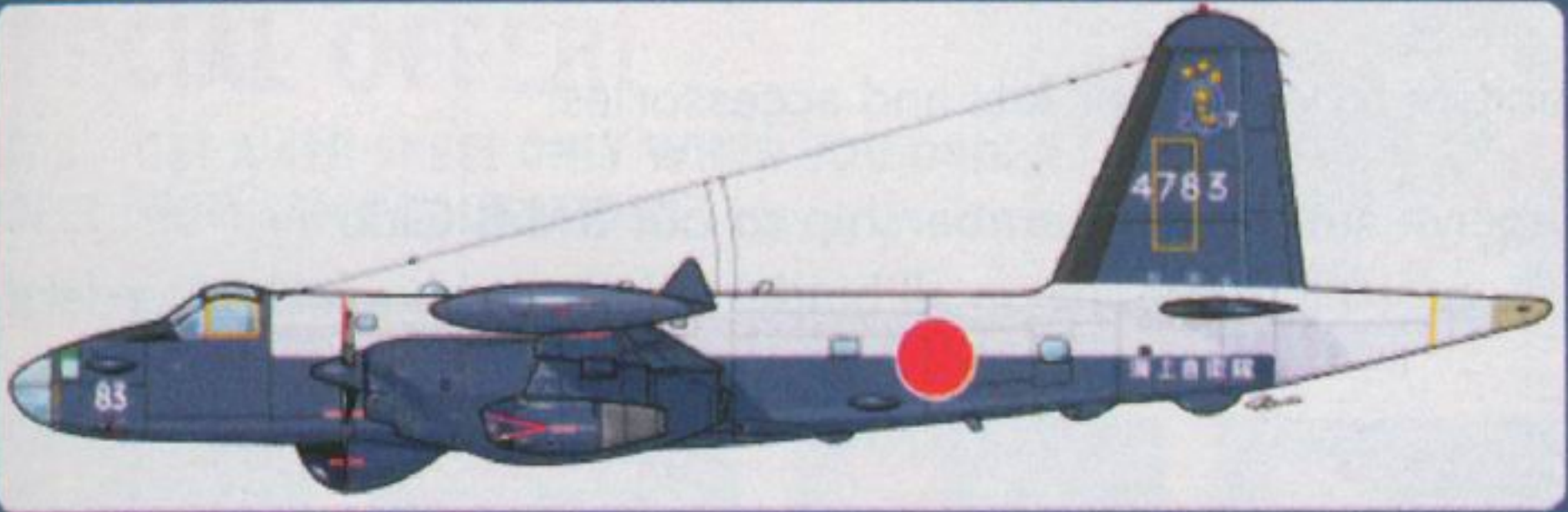
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- Poles in Defence of Britain, A Day-By-Day Chronology of Polish Day and Night Fighter Pilot Operations: July 1940 - June 1941, by Robert Gretzyngier, ©Grub Street, 2001.

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Vol 8 : 8



Vol 8 : 9



Vol 8 : 10



Vol 8 : 11



Vol 8 : 12



Vol 9 : 1



Vol 9 : 2



Vol 9 : 3



Vol 9 : 4



Vol 9 : 5



Vol 9 : 6



Vol 9 : 7



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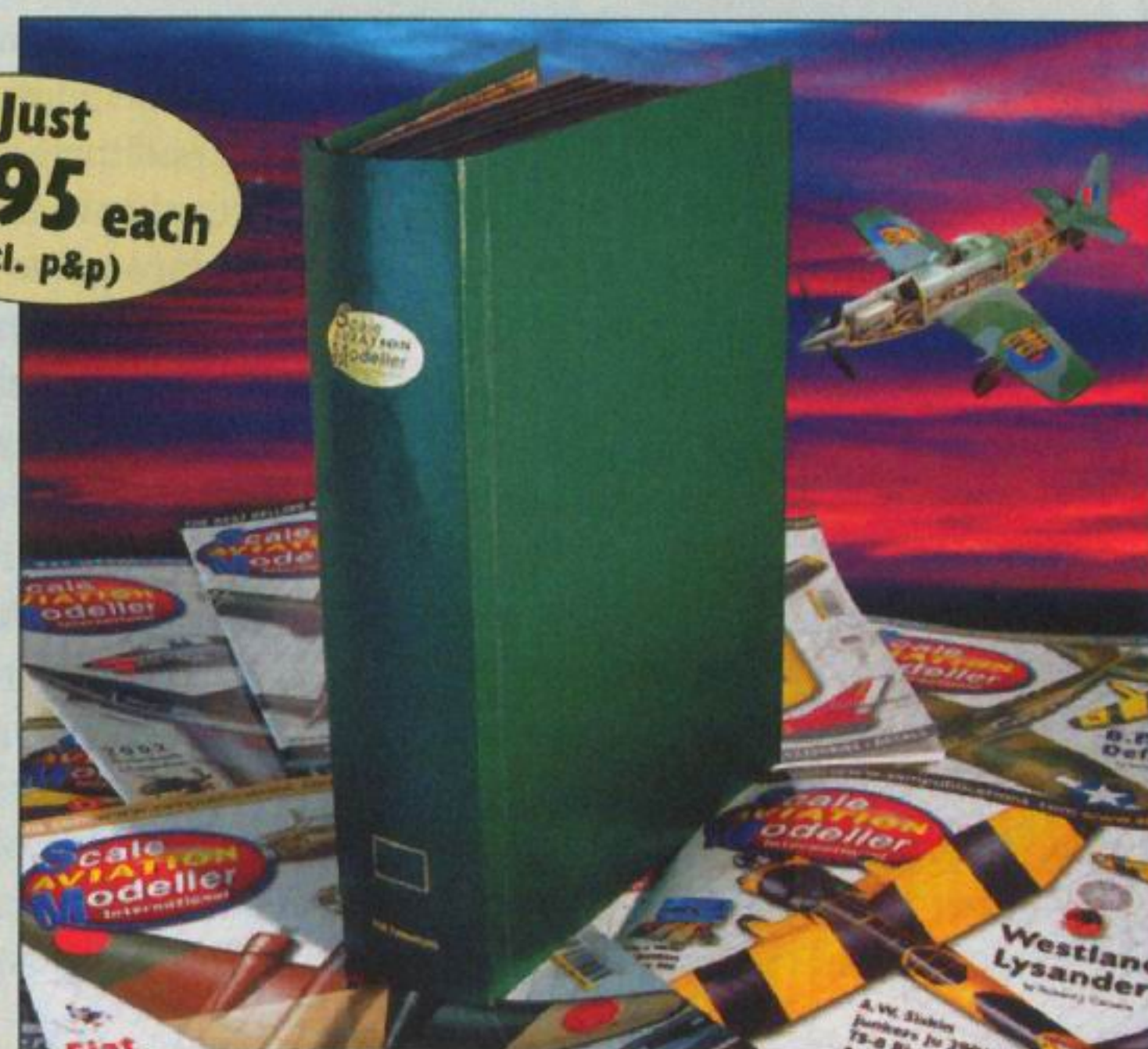
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book of the month

Airfix - Celebrating 50 Years of the Greatest Plastic Kits in the World

by Arthur War

Price: £14.99

ISBN: 0-00-716370-3

Publisher: Harper-Collins

Format: 192 Page, 275mm x 220mm

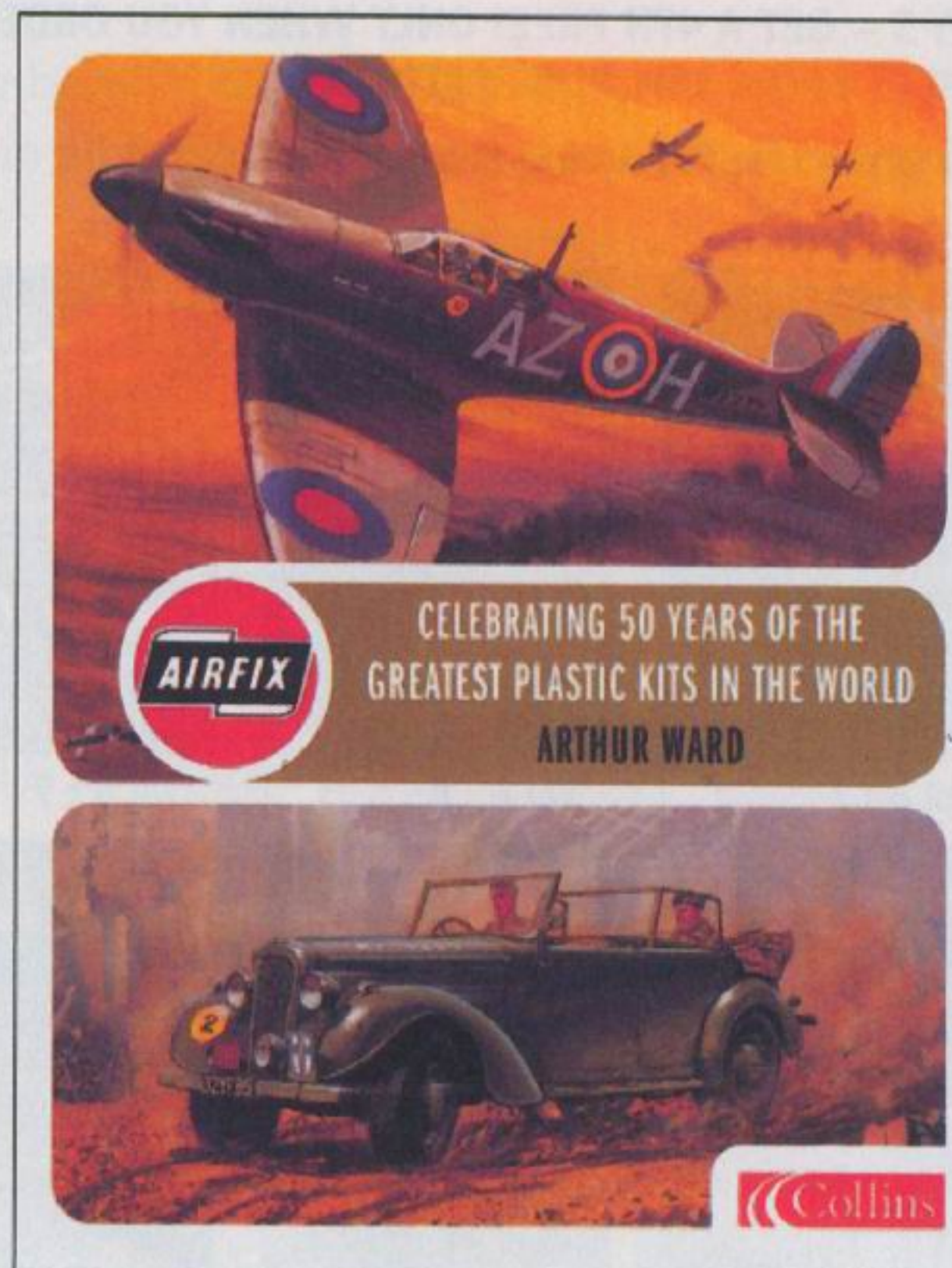
Cover: Laminated Card

You may recall the release of this title in hardback during 2000 (See Vol.6 Iss.11 November 2000), well the publishers have now released it in softback format so that those of you who missed it first time around can get it now. As the title states this is very much a 'down memory lane' style of title that takes a detailed look at the last 50 years of kit production by Airfix. The title also covers all the non-kit products like board games etc and it is therefore packed with lots of images of box tops, advertisements and illustrations and photos from the catalogues. For those of you brought up on Airfix this book is a must, and for those like myself who have made Airfix kits from a set

period (e.g. mid-1970s) it makes a great read to find out all about the history of this firm as well as acquaint oneself with many of the products from that era. The appendices in this title include a year-by-year list of all new toolings, a list of other companies that have included or marketed Airfix products, the twenty most collectible Airfix kits and the all-time top-selling Airfix kits (not surprising the top-seller is the 1/72nd scale Spitfire Mk I, as you will see the top of our recent Top 100 aircraft poll was also the Spitfire!).

This title is ideal for all modellers and is one of the very few mainstream publications that has ever been written on the subject. It just goes to show just how generic the term 'Airfix kit' is to describe all things static scale construction kit.

Our thanks to Harper-Collins for the review sample.



bookshelf

Written by D.Francis
Compiled and edited by R.A.Franks

Kaiser's Aces

by Marek J. Murawski

Publisher: Kagero

Price: £TBA

ISBN: 83-890088-12-6

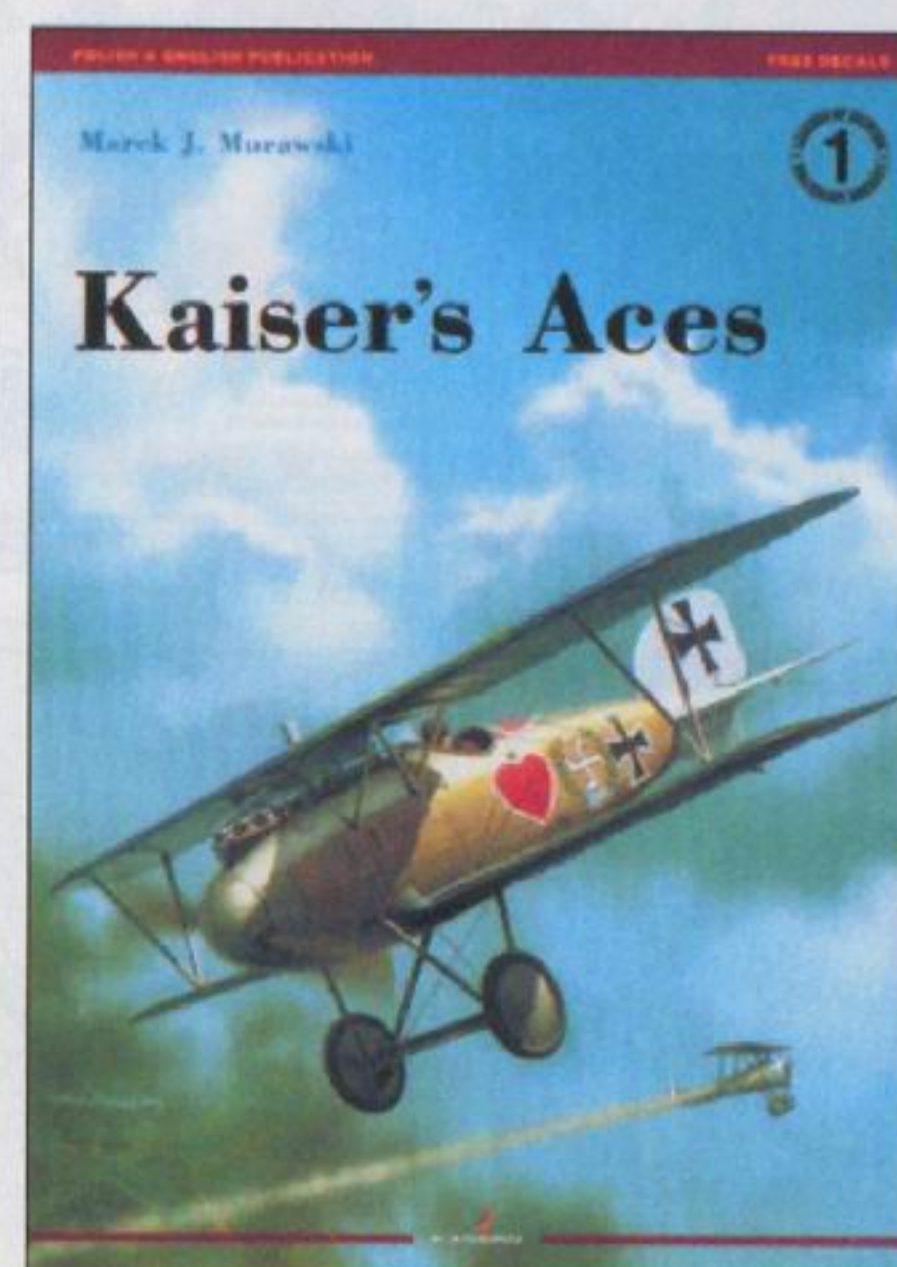
Format: 72 Page, 297mm x 210mm

Cover: Laminated Card

This is the first in a new series of monographs from Kagero entitled Legends of Aviation and they are offered in the more usual A4 format. As normal with Kagero, this series of books will come with a free decal sheet, offering both 1/72nd and 1/48th scale options. Basically this book, and the series, looks at a person or group of people who are historically significant in aviation history. This title looks at all the German aces who flew during WWI. The text is split 50/50 per page into English and Polish, and all photo captions are also offered in both languages. The coverage has been split down to deal with both specific aircraft types and unit, with the aces of each covered in turn. The title therefore starts with the Fokker E.III,

as the first real fighter of the war, then moves on to deal with the aces of Jasta Boelcke, the Von Richthofen brothers (Lothar and Manfred), Jasta 2, 11, 17 etc. Within each of these groups, with the exception of that on the Von Richthofen brothers, each ace is charted with a full history of his life and service career as well as details of the kills he achieved. This title is illustrated throughout with a large number of period black and white photographs of both the men and their machines. Due to the unequal nature of two languages, this does mean that the photos are often not in the 'correct' location in comparison with the text, but overall it still reads very well. The centre spread of this title is a gatefold section and on it are colour side profiles of the Albatros D.Va, SSW D.III and Albatros W.4 as well as clear colour diagrams of both four- and five-colour lozenge fabric with the applicable Methuen colour reference for each colour.

This is a great title and this new



series certainly bodes well. It is ideally suited to the aviation enthusiast and modeller and can therefore be recommended to all WWI aviation fans.

Our thanks to Kagero for the review sample.

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P-51 Mustang from 1940 to 1980

by D. Breffort & A. Jouineau

Price: £9.95

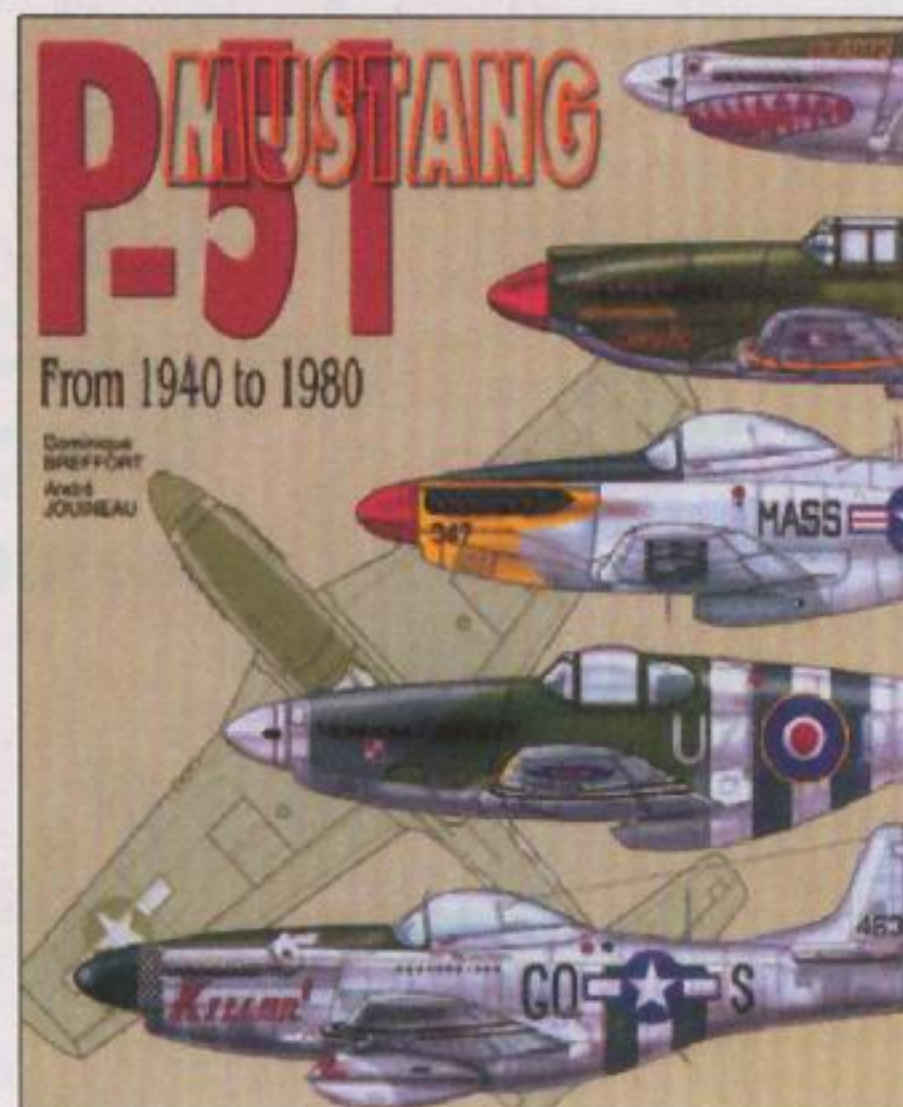
ISBN: 2-913903-81-9

Publisher: Histoire & Collections

Format: 82 Page, 200mmx240mm

Cover: Laminated Card

This is the fifth title in this series from French publisher Histoire & Collections and follows on from our review of the previous title in the July (Vol.9 Iss.7) edition on the Ju 87. Basically what you have is a very concise narrative history of the North American P-51 Mustang design, development and service use from 1940 right up to 1980. This is coupled with a mass of colour side profiles and additional artwork, diagrams etc. The narrative deals with each version of the design from prototype and A-36 Apache right



through to the TF-51D and it also covers one-offs like the Piper Enforcer. On average there are eight colour side profiles per type, but with those such as the B/C and D versions there can be as many as

thirty-two. There are also additional images that cover such things as Fighter Group markings and the camouflage and markings of well-known Mustang aces. Text is English throughout and the narrative includes technical data and even a breakdown of the differences between each variant.

Overall an excellent title and one we can heartily recommend to all modellers with an interest in this aircraft type.

Our thanks to Histoire & Collections for the review sample. If you experience difficulties in obtaining a copy in the UK or you want to know of stockists contact Chris Lloyd Sales & Marketing Services customer service line on 01202 649950.

German Air Projects 1935-1945 Vol. I

by Marek Rys

Price: £9.99

ISBN: 83-916327-5-X

Publisher: Mushroom Model Publications

Format: 112 Page, 165mm x 235mm

Cover: Laminated Card

This is the latest 'special' from Mushroom Monthly in their 'red series' and it is in the same format as the previous one on the P-38 that we reviewed in the November edition (Vol 9 Iss 11). All the text etc is in English and has been split into sections that deal with each specific manufacturer and the projects they considered during WWII. This coverage includes the work of Arado, Bachem, Blohm & Voss, BMW, Daimler-Benz, Dornier, Fieseler, Focke-Wulf and Gotha. Each section combines a limited narrative with a

number of line drawings/scale plans of each project type. Many of these descriptions also include technical data panels with various information on the projected specifications of each design. The last fifteen pages of this book are filled with computer-generated images of these machines 'in action', the Triebflugel ones being very familiar, as they were in the book from Schiffer on the type we reviewed last month!

Overall this is a very useful reference, full of interesting diagrams and those computer images, and it can be highly recommended to all 'What If?' and 'Luft 46' fans.

Our thanks to Mushroom Model Publications for the review sample. UK/European modellers can obtain this title from the publisher while North American modellers can get



copies from MMD and Australian modellers can purchase a copy from Platypus Publications.

FJ Fury

by Bert Kinzey

Price: £13.95

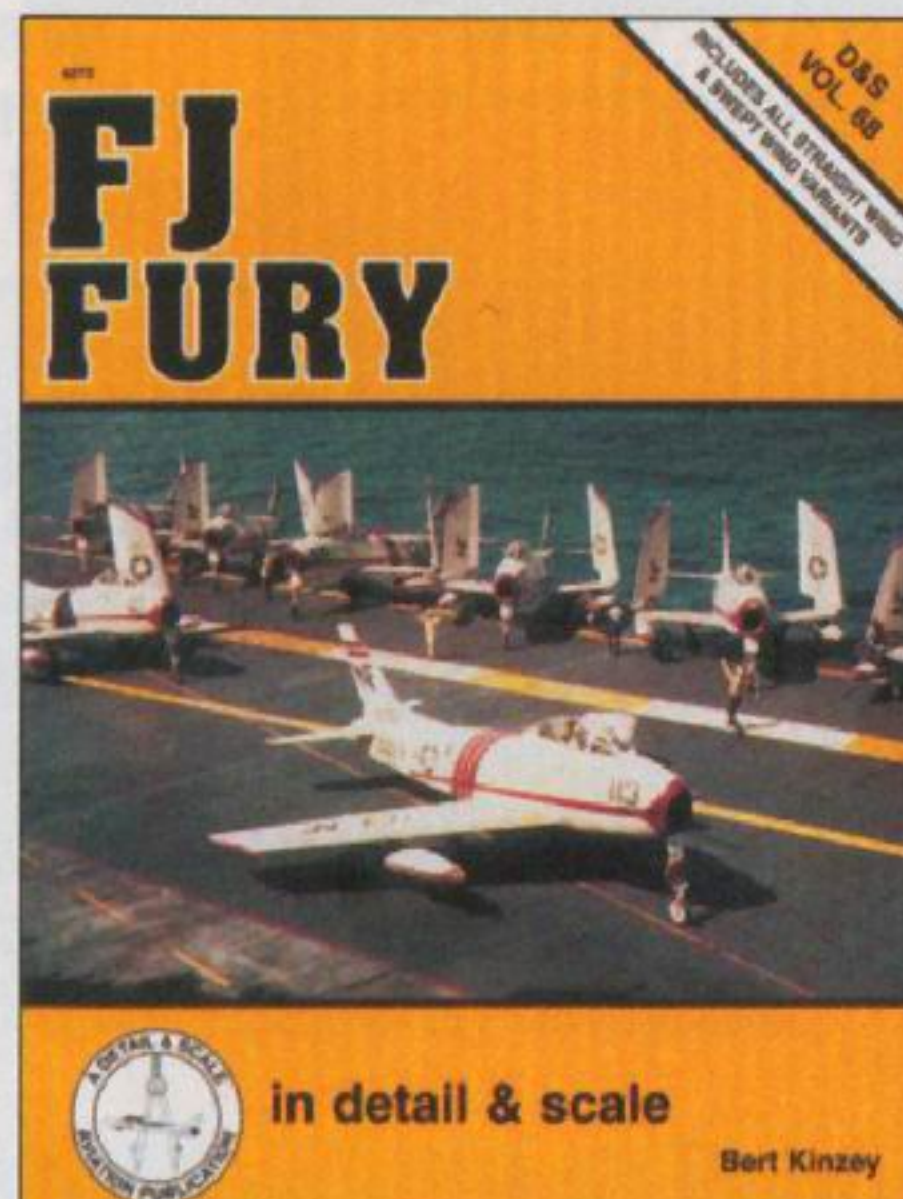
ISBN: 0-89747-461-9

Publisher: Squadron/Signal Publications

Format: 80 Page, 215mmx280mm

Cover: Laminated Card

This is the latest addition to the popular Detail & Scale series, being volume 68, and it follows on from the previous volume on the AD Skyraider that we reviewed in the July edition (See Vol.9 Iss.7). This latest title is in the format everyone associates with this series. It deals with all straight-wing and swept-wing versions of the North American FJ Fury and covers these with a mass of period black and white photographs. These images are both general and detailed, with extensive coverage of



areas like the cockpit, wings, undercarriage etc. The narrative is limited and the contents have been broken down to deal with one

version per chapter. This kicks off with a look at the design, then looks at its development. Now the narrative moves on to cover each specific sub-variant; FJ-1, FJ-2, FJ-3 & FJ-3M and FJ-4 & FJ-4B. There is a good selection of colour images of various Furys in service, as well as colour 'walk around' images of the FJ-1 and FJ-4 cockpits. As always with a title in this series, the last section is a modellers section. Here a number of Fury kits in various scales are built and assessed.

This is an excellent title and one that can be most highly recommended to all USN fans.

Our thanks to Squadron/Signal Publications for the review sample. This range is distributed in the UK by Pocketbond Ltd.

books in brief

Air War Iraq - Operation Iraqi Freedom

by Lou Drendel

Price: £13.95

ISBN: 0-89747-465-1

Publisher:

Squadron/Signal

Publications

Format: 64 Page,

215mmx280mm

Cover: Laminated Card

This is the most recent bit of Gulf War coverage by Squadron/Signal and it deals with Operation Iraqi Freedom. The title is basically a huge selection of colour and black and white images with extensive captions. As is the 'norm' with this publisher, the images have been produced on a 50/50 colour and mono basis. This is a little odd, as all of them would have been in colour to start with and with such a modern subject/event the title really needs to be 100% colour. That said the images are all produced nice and big and the captions are informative, so it is ideal for the modeller. Pocketbond Ltd is the UK importer for the entire Squadron/Signal range.



Air War over Russia

by Andrew Brookes

Price: £24.99

ISBN: 0-7110-2890-

7-465-1

Publisher: Ian Allan

Publishing

Format: 160 Page,

210mmx260mm

Cover: Hardback with

separate dust jacket

This is one of the most recent historical and photographic accounts from Ian Allan. The title combines much technical and historical data about both the Russian Air Force and its operations during WWII with a good number of period black and white photographs. The technical data is offered in various tables and diagrams, while the narrative deals with the initial stages of the German invasion, the Luftwaffe's superiority in the air through to the final and last Luftwaffe offensive at Kursk before both the Luftwaffe and German army were slowly pushed out of Russia.

This is an informative read and although none of the images are that exciting or 'new' the information included in it make for a useful guide and certainly one any modeller with a general overall interest in the operations of WWII will be happy to have in his collection. Our thanks to Ian Allan Publishing for the review sample



The Times Aviators - A History in Photographs

by Michael J.H. Taylor

Price: £

ISBN: 0-00-716124-7

Publisher: Times

Books

Format: 192 Page,

230mmx285mm

Cover: Hardback with

separate dust jacket

On initial inspection this title seemed to have great potential, as the archives at The Times must hold a wealth of aviation photographs and in this centenary year it seemed a good idea to create such a title. The reality is very different however, as the publisher has chosen to create a 'coffee table' book, with such a varied array of images and a great bias towards early flight, and attempts at flight, that the coverage is uneven. The images have all been produced pretty small, and the great variety means that by the end of it you get a colour shot of the maiden flight of the Boeing 747, way back in 1969, and the photos of the X-35 some five pages before! Overall I feel that this is a chance wasted, as a 'pretty' book has been created instead of a useful one. There is little to interest the modeller here, as most of the images are well known and those that aren't have not been produced big enough to be of use. A great shame that.

Our thanks to Times Books for the review sample



Fiat G.91, G.91R and G.91 PAN

by P. Waldis

Price: £TBA (€16.00)

ISBN: N/A

Publisher: Mister Kit

Format: 32 Page, 297mmx210mm

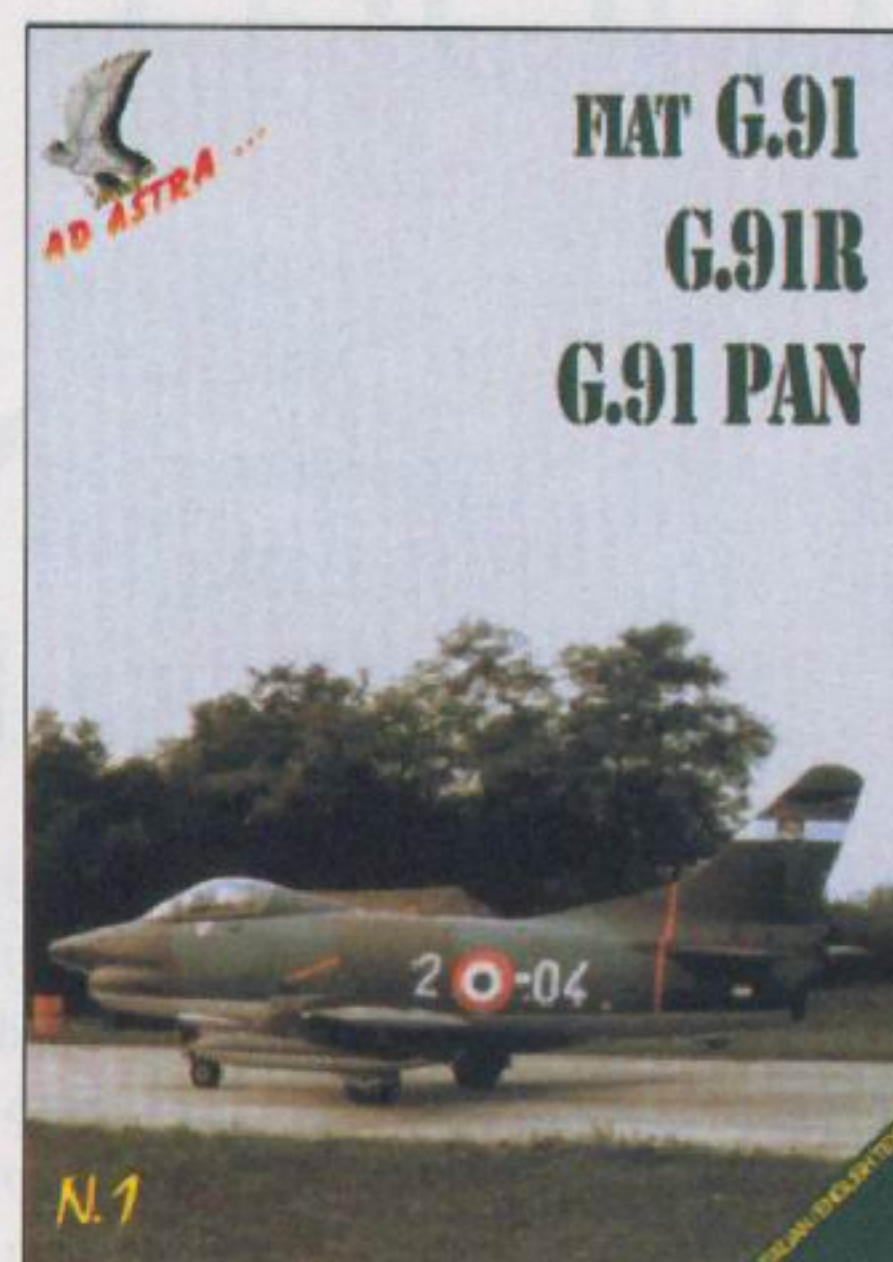
Cover: Laminated Card

This is the first in a new series entitled Ad Astra... from Mister Kit. It is offered with both English and Italian text and photo captions and the narrative charts the development and service use of the G.91 by the AMI, German and Portuguese air forces. This text is supported with a lot of period photographs plus some scrap views to show various differences between

each version and there are also a mass of colour profiles and a set of 1/48th scale plans. There is a section dealing with the camouflage and markings applied to the G.91 with Federal Standard numbers for each colour. The title is concluded with a technical section about the type, coupled with a list of all kits, accessories and decals produced for it.

This is a good title and ideal for any of you with the Revell 1/72nd or Eschi/Ocidental/Heller 1/48th scale kits in your pending pile. Next in the series should be the Lockheed F-104.

Our thanks to Mister Kit for the review sample.



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JG 26 Vol.II, JG 52 Vol.I & JG 1 'Oesau' 1939-1943

by Krzysztof Janowicz

Price: £TBA

ISBN: 83-89088-07-X

Publisher: Kagero

Format: 86 Page, 170mmx240mm

Cover: Laminated Card

I will deal with all three of these in one go, as they all follow a similar style and contents. The JG 26 title deals with the second part of this publisher's coverage of this unit and follows on from our review of the first volume in the April 2002 edition (See Vol.8 Iss.4 Page 389), while the other two both deal with each unit for the first time. As usual with this series, all of these titles are offered with both English and Polish text. Also each has the added benefit of a decal sheet which is produced by Techmod and covers between six and eight aircraft featured in each book in both 1/72nd and 1/48th scale.

The narrative covers specific stages in each unit's history. The JG 26 volume starts in late 1940 and runs up to the early 1942 period. The JG 52 volume covers from the outbreak of WWII up to operations against Britain in early 1940. Finally,



the JG 1 title covers the entire period from 1939 through 1943, and like the JG 26 title ends when the Luftwaffe starts to encounter the USAAF bombers for the first time over

JG 52 Vol.I by Marek J. Murawski & Peter Neuwerth

Price: £TBA

ISBN: 83-89088-13-4

Publisher: Kagero

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JG 1 'Oesau' 1939-1943 by Marek J. Murawski

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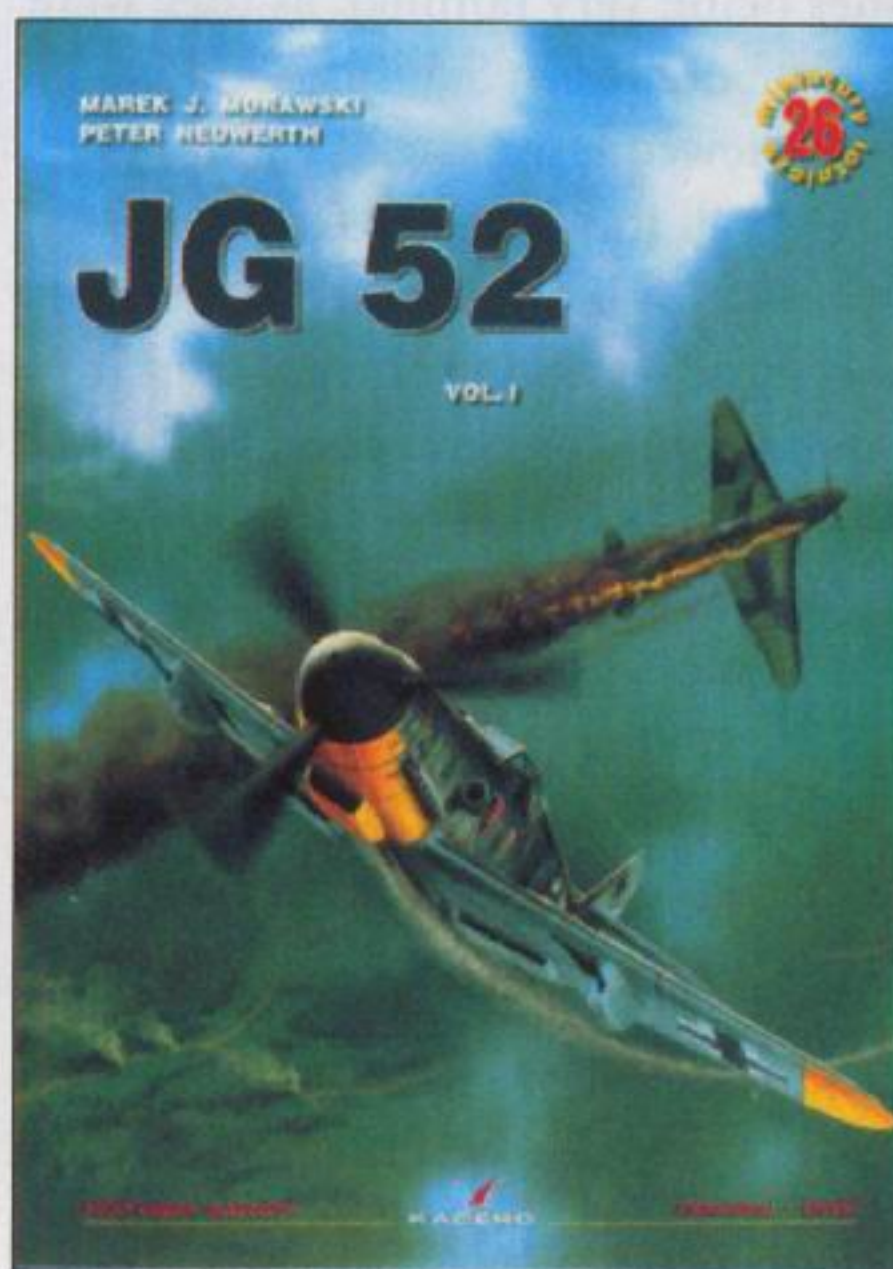
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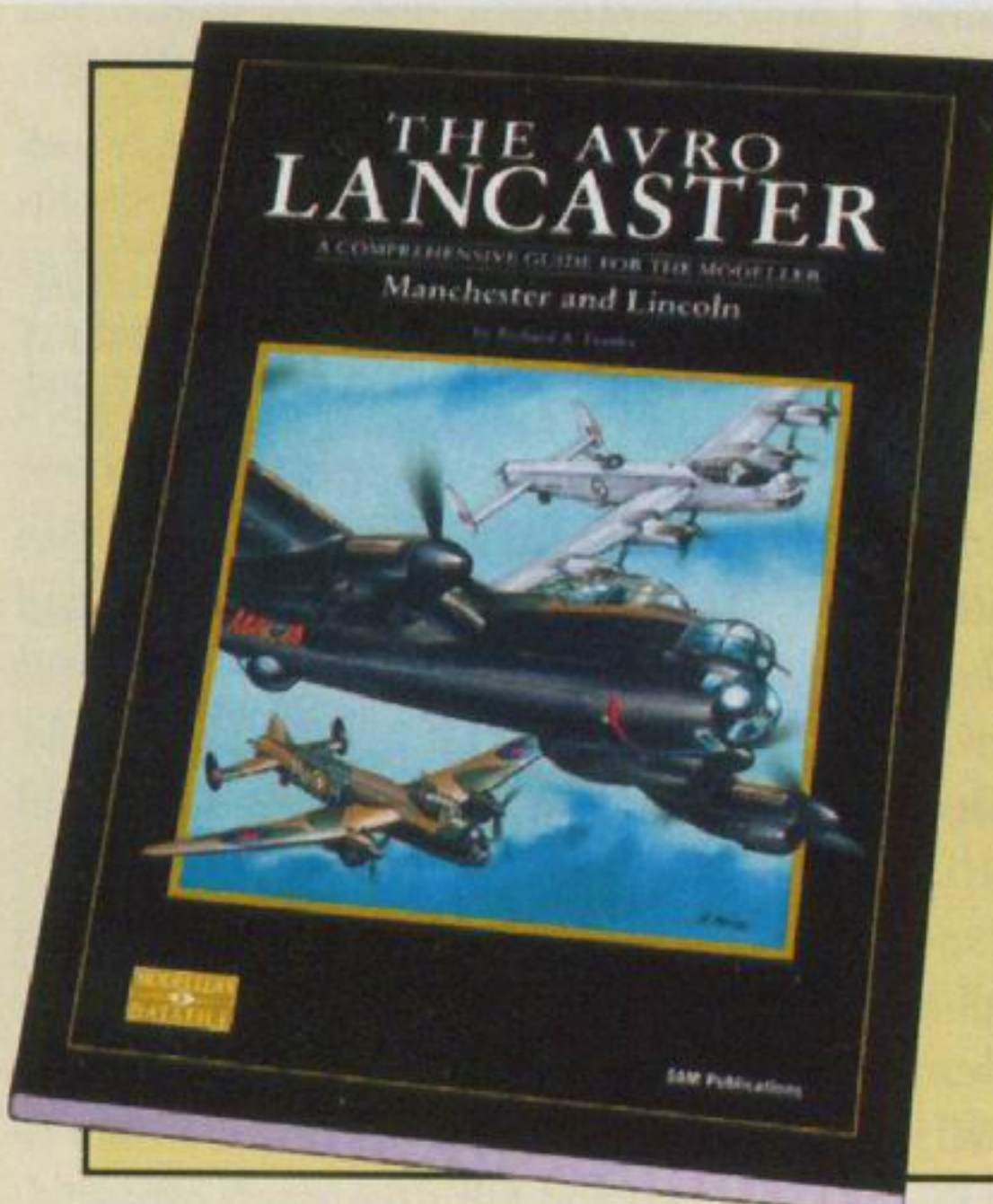
Europe. Each title has fold-out colour profiles depicting various aircraft in/or near the centre pages and there are further colour profiles on the inside-front, inside-back and



back covers of each as well.

This is another excellent selection of titles in this range from Kagero. They are well suited to both the modeller and pure aviation enthusiast. The information, photographs and colour side profiles make these titles worth having as they are, but the addition of the decal sheet is a sure fire winner as far as modellers are concerned.

Our thanks to Kagero for the review samples.



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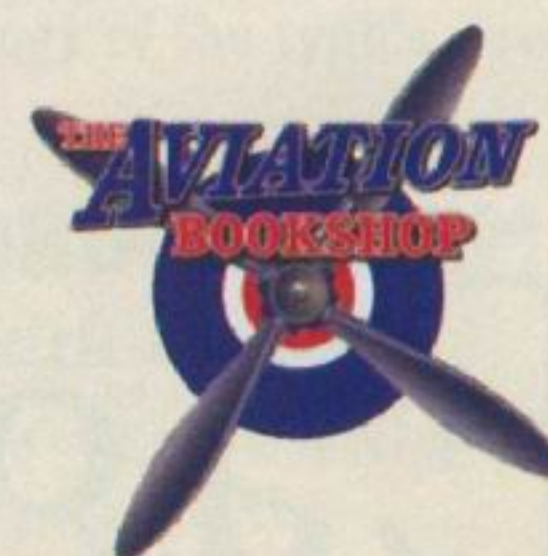
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Remembering Revell Model Kits

by Thomas Graham

Publisher: Schiffer Publishing Ltd

Price: £24.95 (\$29.95)

ISBN: 0-7643-1696-6

Format: 176 Page, 280mm x 210mm

Cover: Laminated Card

Well, having just made mention of the reissue of the title on Airfix kits, here is the story from the other side of the Atlantic with this new title on Revell construction kits. As with the Airfix title this one charts the rise of the Revell brand, and its tie-in with AMT, Monogram and Aurora. Like Airfix who started out injecting things like combs and washing-up bowls, Revell's first brand name product was a lady's compact produced in WWII! From this Revell went through the toy era during post-WWII and finally with the release of the ex-Action Miniatures series of toy cars which were converted into construction kits and became the Highway Pioneers set in the early 1950s. By 1952 it was obvious that these new 'construction kits' sold better year-on-year than any of the previous toys, which tended to be 'seasonal' in their sales, so the move towards establishing the Revell

brand in the 'authentic kit' market started. The USS Missouri was the first kit Revell produced in-house and their first aircraft model was the Lockheed F-94 Starfire, followed by the F7U Cutlass and F9F Cougar. All of the various models developed and marketed by Revell in the boom period of the 1950s are included with lots of images of box art and advertising material. The 1960s saw the need to expand the subjects being covered in kit form and this led to the development of others subjects like hot-rods, monsters, sci-fi and rocketry. This era also saw the second generation of aircraft kits in 1/72nd scale, kicked off by the Boeing B-17F 'Memphis Belle'. By the late 1960s Revell went a step further with aircraft kits and launched their range of 1/32nd scale kits. By the early-1970s the war situation in Vietnam and the threat of oil shortages meant that the buoyant market in the US for models burst and this was further compounded by the death in 1972 of Revell's founder, Lew Glaser. The company was run by his wife but by the mid-1970s profits were dwindling as this was the time when the first

video games arrived in the USA and in 1980 Revell Inc. was purchased by French toy manufacturer Compagnie General du Jouet of the Rothschild Group. This was to mark the start of a period of 20+ years of



constant sale and change, as in 1986 it was sold once again, this time to the Odyssey Partners of New York who also purchased Monogram Models at the same time. Because Monogram had acquired Aurora in 1977, this now meant that all three of the big names in American modelling were under one roof!

This was not to last and in 1994 Revell-Monogram Inc was purchased by Hallmark Cards Inc who held on to the company for seven years and in 2001 sold it once again, this time to Alpha International, a toy and die-cast collectibles manufacturer. Who knows what the future holds for Revell-Monogram Inc! This title is concluded with appendices that list the sort of prices you can expect to pay for certain classic Revell kits and a complete list of every kit manufactured by Revell by decade, once again with their current 'collectors' prices.

This is an ideal title for the modeller and one that I know has already sold very well. It is certainly a must for anyone interested in this manufacturer or modelling in general. It is the best one-point reference book on Revell, and in fact probably the only one you will ever need.

Our thanks to Schiffer and Bushwood Books for the review sample. All European and UK orders are dealt with by Bushwood Books, while all remaining orders can be sent directly to the publisher.

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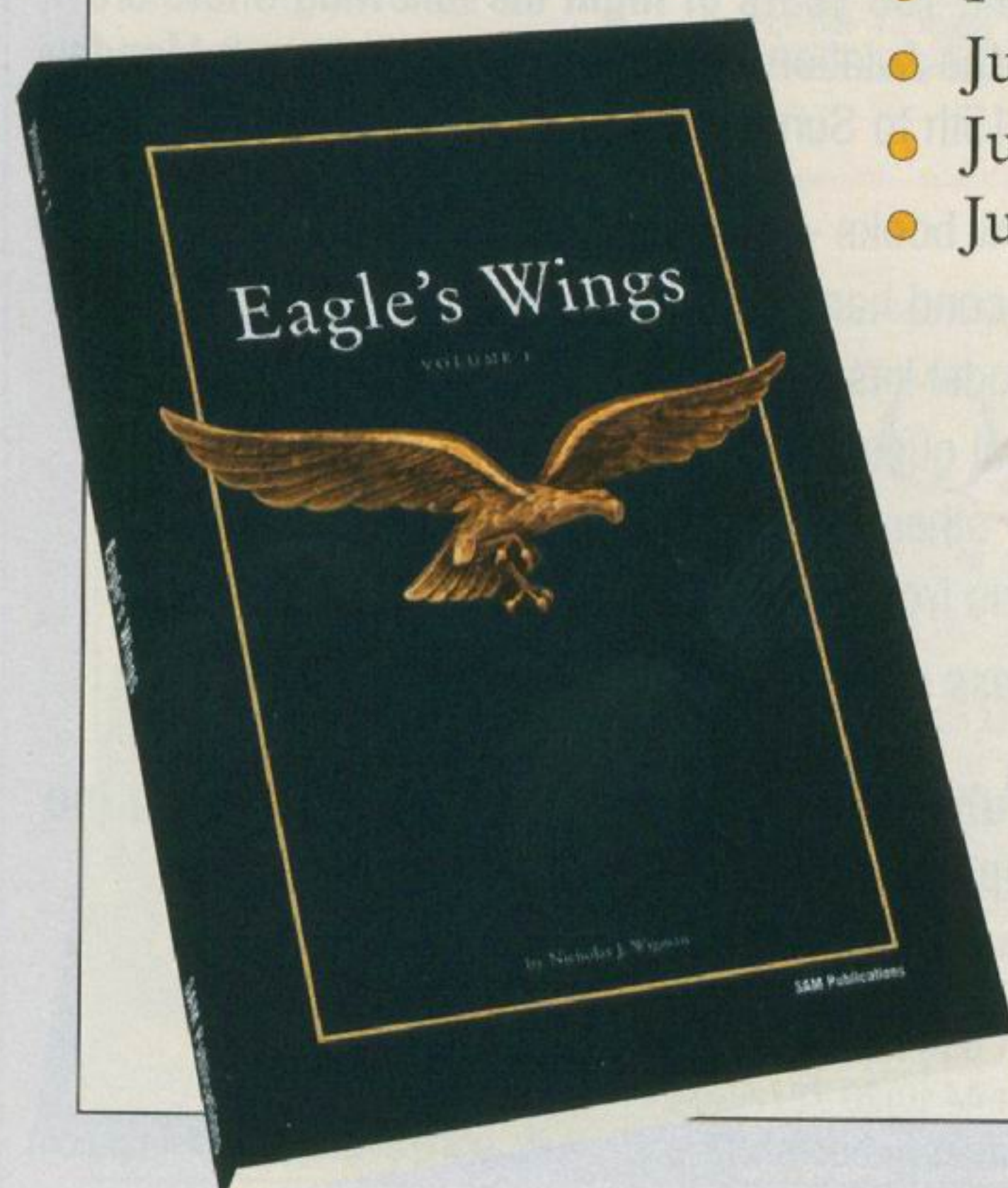
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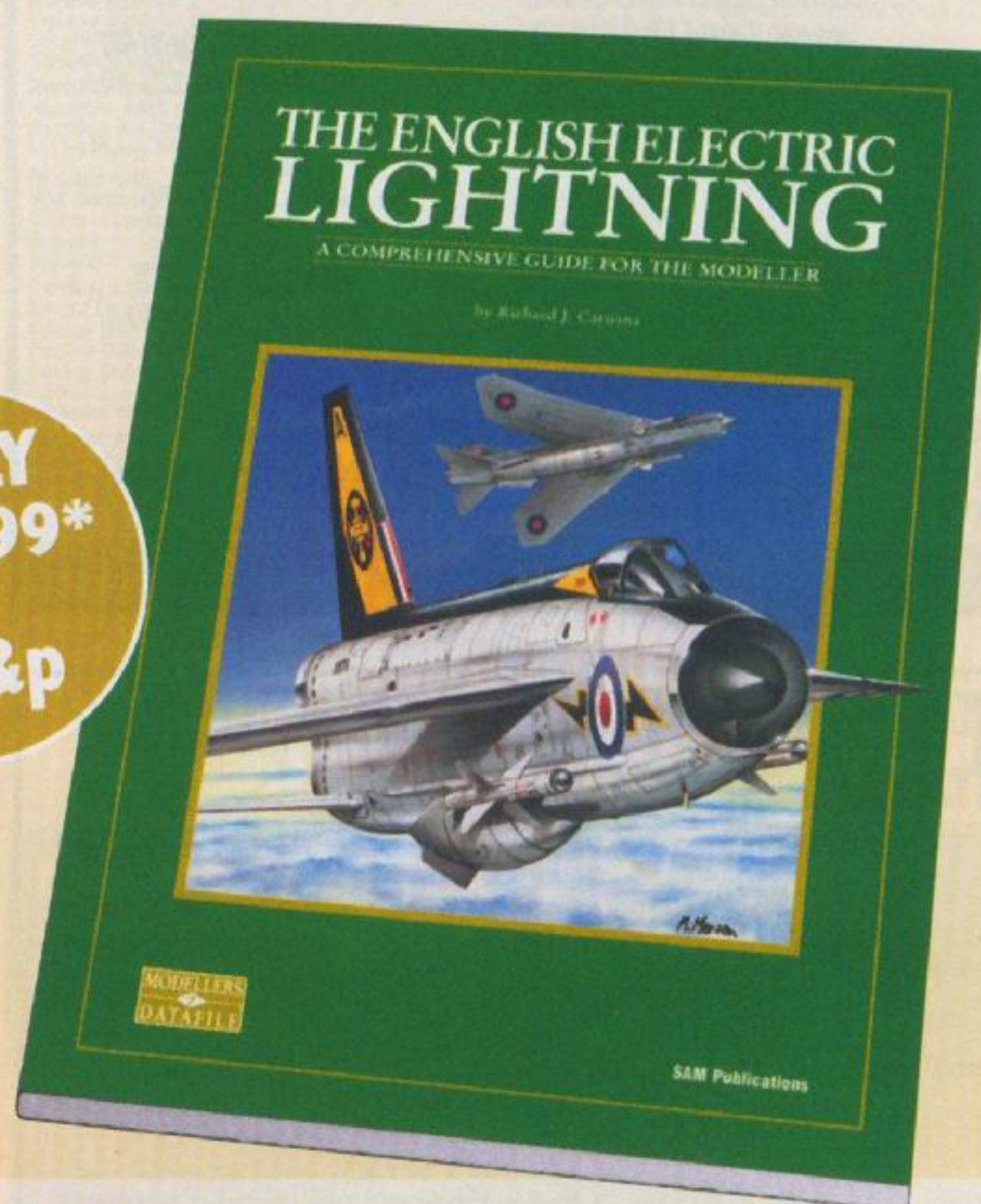


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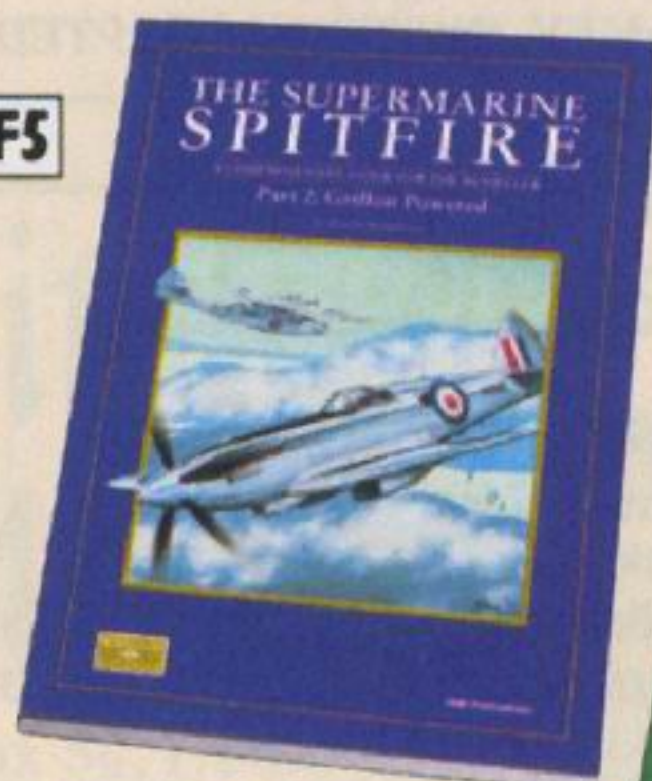
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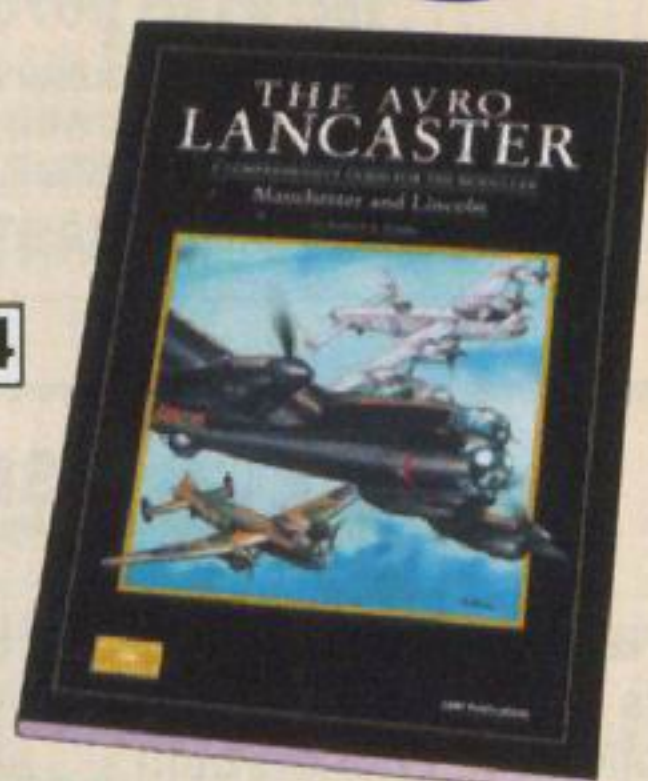
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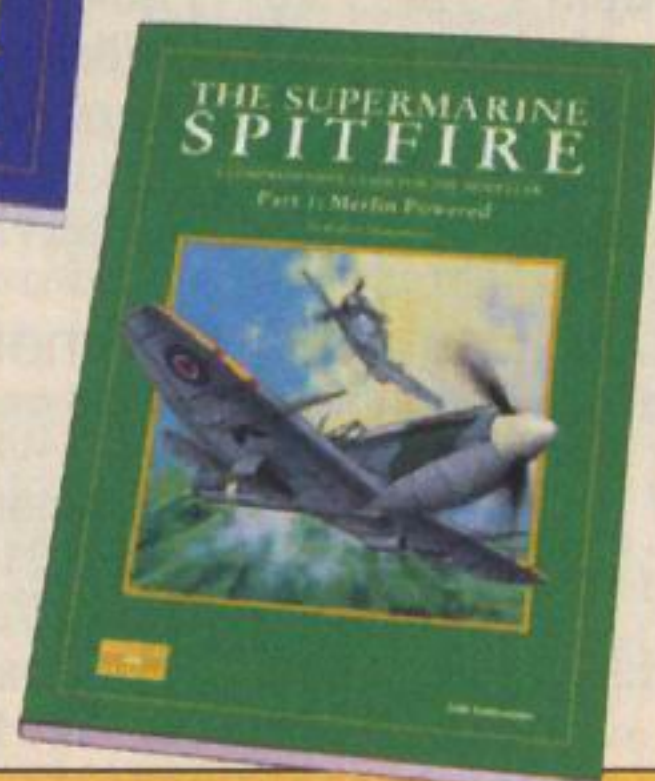
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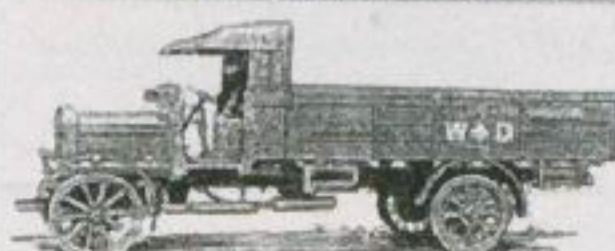
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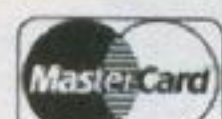
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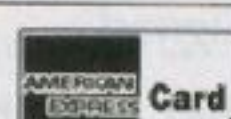
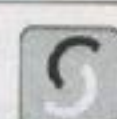
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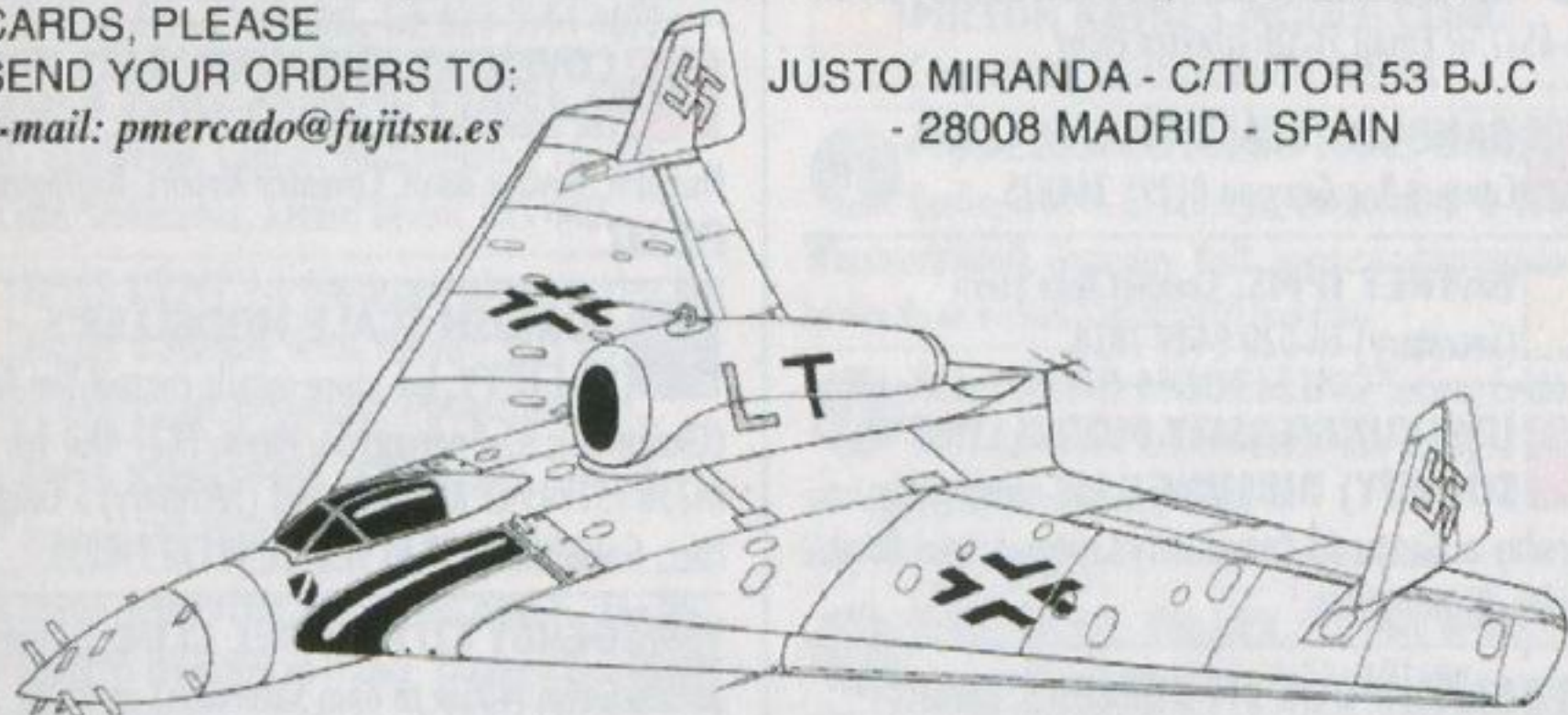
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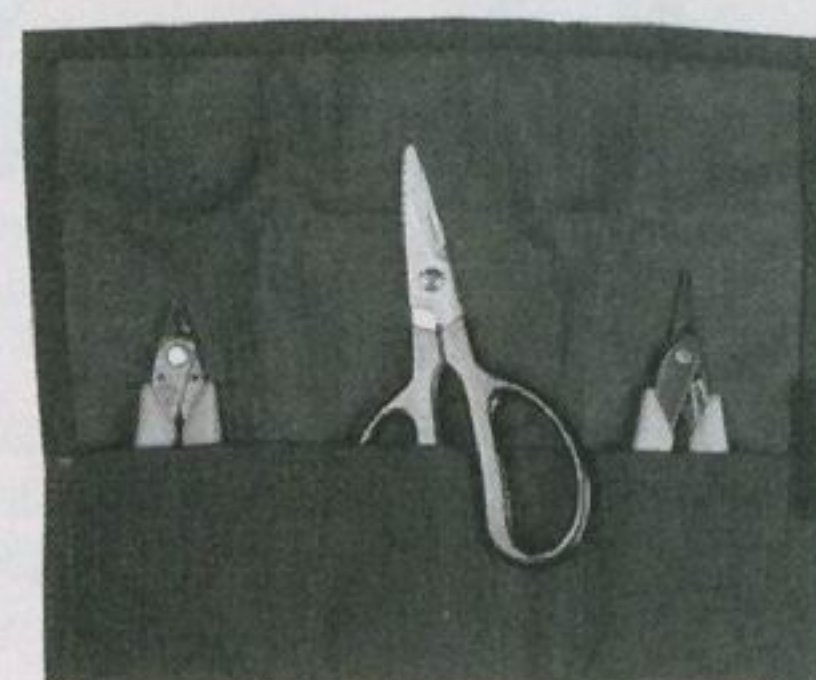
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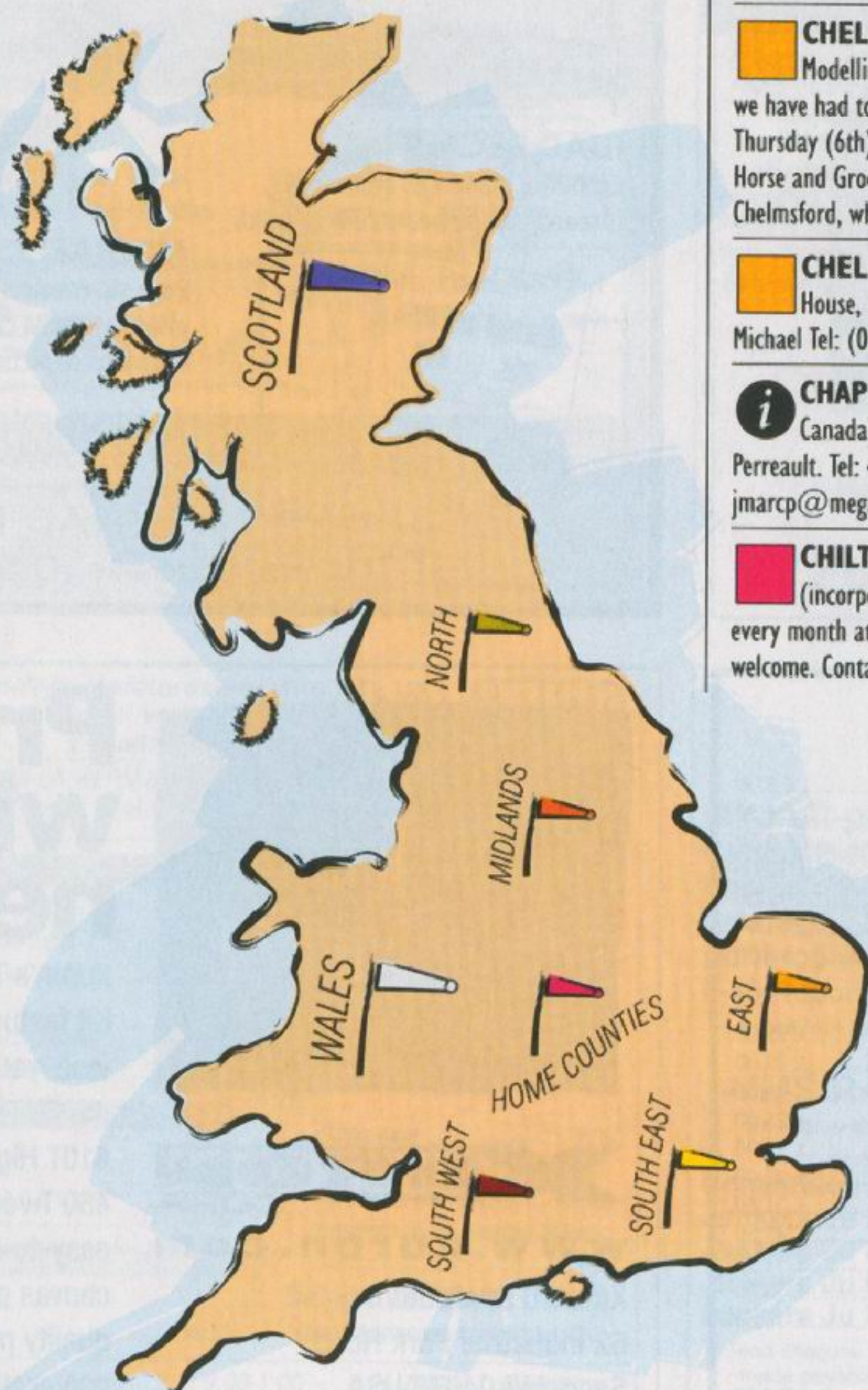
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clubs & societies



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THE ABERDEEN MODELLERS SOCIETY. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

ABINGDON IPMS. For information contact Simon Fisher Tel: 01993 774034 (not after 9pm).

AIRFIX COLLECTOR'S CLUB. For more information contact Jeremy Brook, 29 Elley Green, Neston, Corsham, Wiltshire. SN13 9TX.

ASVC Wombourne, Nr Wolverhampton. We lay claim to being the oldest established model club in the country, having been going for over 25 years! So we must be doing something right. Meeting 1st Saturday of the month at Allen Hall. Details from John Turner on 01384 78179.

i I.P.M.S AUSTRIA BRANCH See www.ipms.at for more information

AVON SCALE MODEL SOCIETY - a small friendly modelling club meets on the 3rd Thursday of each month, at the Longwell Green Community Centre on the outskirts of Bristol. We cater for all types of modelling subjects, so if you think you would benefit from joining us, come along or for information phone: Ian Bryant on 0117 9324053 or Ray Hackney on 0117 9569777.

IPMS Avon. Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).

THE ASSOCIATION OF LONDON MODELLERS (inc. IPMS London). Meet between 7-9.30pm on the last Wednesday of the month in the Camera Club, St. Brides Institute, Bride Lane, EC4. Contact Brian Lay 07813 908 938 or email BRIAN@asofmod.freemove.co.uk

i AUSTRALIAN PLASTIC MODELLERS ASSOCIATION PO Box 51, Strathfield NSW 2135, Australia. Web site WWW.apma.org.au. Meet at Ryde City Bowling Club Auditorium, Blaxland Road, Ryde. Contact: Tel: (02) 98083215 email: sljenkins@apma.org.au

AVRO LANCASHIRE IPMS. Contact David Thow on 01772 671368 or email idthow@tesco.net

IPMS AVON meets at the Rotunda Club (Avon Suite) on the third Wednesday of the month at 20.00hrs. For more details contact Phil, Tel/Fax: 01454 850119, Email: ipmsavon@aol.com

BIRMINGHAM IPMS. For more details call 0121 550 0515.

i BAY MODELLERS CLUB, Bay of Plenty, New Zealand. Contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

BANBURY SCALE MODEL CLUB. Contact Reg Gray on 01295 264875.

BARNET IPMS. Contact Pete Stern (Secretary) on 020 8449 7854.

UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

BLACKPOOL MODELLERS. Contact Darren Elliott on Tel: 01253 317265 or E-mail: darren@miramar55.freemove.co.uk

BOGNOR REGIS MILITARY Modelling and Wargaming Society is based at the West Meads Community Centre, Bognor Regis. It meets on Monday evenings from 7.30 and caters for all areas of military modelling. There is a very active wargames section catering for a wide range of campaigns. Pay us a visit or call 01243 824542 or 01243 814549

BRAMPTON SCALE MODEL CLUB (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

I.P.M.S. BOLTON. For more details contact David Swift on 01204 695375 or Ray Ashworth on 01204 669770 or e-mail the club at: ipms.bolton@btopenworld.com

BRIDLINGTON & WOLDS SCALE MODEL CLUB meets at the Parade Public House, Bridlington on the second Monday of each month. For more information contact Kevin Dolman 01377 255594 or Adrian Morris 01723 375962

IPMS (CANADA) LONDON. Contact Kerry Traynor on 1-519-453-4818.

i IPMS CAPE PENINSULA (SOUTH AFRICA), Cape Scale Modellers Club. Contact Marc Cilliers Tel: 021 671 5595 or 083 444 9471.

CHELMSFORD AND ESSEX SCALE Modelling Club. Due to unforeseen circumstances we have had to change venue. As from the first Thursday (6th) of November we will be meeting at The Horse and Groom Galleywood Common near Chelmsford, where we will have our own private room.

CHELMSFORD MODEL CLUB. Harway House, Rectory Lane, Chelmsford. Contact Michael Tel: (01245) 611548.

i CHAPITRE REAL COTE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

CHILTERN SCALE MODEL CLUB. (incorporating IPMS Chiltern) meet first Wed. of every month at Shefford Memorial Hall. New members welcome. Contact John Chapman 01234 317763

THE CLACTON BRANCH of the IPMS. Contact Peter Terry on 01255 428653.

IPMS CLEVELAND. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

IPMS TYNESIDE meets at St. John's Church Hall, Newcastles-upon-Tyne the 1st & 3rd Monday of each month. Contact Rob Sullivan Tel: 01207 561971.

COVENTRY AND WARWICKS IPMS. For more details contact Carl Lewis, Midland Air Museum, Rowley Road, Coventry Airport, Bagington. CV8 3AZ.

CORNISH SCALE MODELLER'S SOCIETY. For more details contact Tim Rowley (Chairman); 45 Bodriggy St, Hayle, TR27 4ND Tel: 01736 757945 or Alan Jennings (Secretary) 5 Collygree Parc, Goldsithney, TR20 9LY. Tel: 01736 710033.

DERBY CITY MODEL CLUB. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

IPMS DERBY & DISTRICT. New branch secretary: Nick Allen, 8 Oakwood Close, Stenson Fields, Derby. DE24 3ET

i I.P.M.S DEUTSCHLAND e.V. Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de.

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EAST KENT MODEL CLUB meets in Ramsgate. For details contact Stu Davies on 01843 867404.

EAST MIDLANDS MODEL CLUB. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

EAST NEUK MODELLING CLUB For more information contact Brian on 01334 655131 or Dave on 01334 652439.

EAST RIDING SCALE MODEL ASSOCIATION meets every second Monday in the month at Beverley. Anyone interested should contact either: Richard Alsop 01482 711300 or Tony Bolder 01482 566008

IPMS ESSEX/HARLOW. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

i EASTERN SUBURBS SCALE MODEL CLUB (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61 +3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

FAMAS (Frog & Airfix Model Aircraft Society) Please note that this society's activities have temporarily ceased. Merv Hambling the founder states that the Sept/Oct 2003 edition (Vol.8/No.5) of their journal will be the penultimate one until some time after March 2007, when pressure of work and other commitments will have reduced to such an extent that he can once again relaunch the society. Everyone on the current mailing list will be recontacted once the society restarts. Anyone wanting to be added to this list, or any of you who are members and change address in the interim should contact Merv at 29 Ridge Way, Cromer, Norfolk. NR27 0HS. In the meantime anyone with an interest in Airfix products, can contact the Airfix Collectors' Club via Jeremy Brook, 29 Elley Green, Neston, Corsham, Wiltshire. SN13 9TX. Email: jezbrook@btinternet.com

IPMS FENLAND/SPALDING MODEL GROUP. Contact Dave Hawkyard 01775 720568.

GLASGOW IPMS. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

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i IPMS GREECE (CORFU BRANCH) Contact 0030 661 41506 or Fax 0030 661 41114.

i GUERNSEY PLASTIC MODELLERS GROUP. Contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

THE HARROW MODELLING SOCIETY. Contact Roger on 020 89976051 for more details or visit www.harrowmodellingsociety.co.uk

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IPMS KINGSTON (CANADA). Contact
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IPMS PROVINCES OF FRANCE. The URL
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dealing with all aspects of modelling. We meet on
the second Wednesday of the month in the 'Workers
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673744.

LINCOLN MODEL CLUB (IPMS Lincoln).
For more information, contact Ian Crawford on
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KEIGHLEY PLASTIC MODEL SOCIETY
contact John on (01535) 665722.

LEEDS IPMS. Meets 2nd Friday each month at
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Netherton, Wakefield. Contact Mike Robson on 01484
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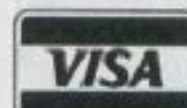
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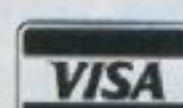
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2004
January 4th

Croydon Airport New Year Aviation Collectors' Fair at Airport House, Purley Way, Croydon, Surrey. For more information contact Acebell Aviation on 01737 822200.

January 11th

IPMS Bolton presents the 4th Annual Bolton Model Bonanza at Adlington Community Centre, Railway Road, Adlington, Lancs. There will be a competition, trade stands, club displays, make & take, and refreshments will be available. There is also disabled access and free parking. The theme for this year's show will be the F-4 Phantom, so anyone who has built an F-4 (in any scale), bring it along. Doors open 10am to 4.30 pm, for further details contact Dave Swift on 01204 695375 or e-mail at ipms.bolton@btopenworld.com or visit the club website at www.boltonipms.co.uk

January 25th

Militaria 2004 Military Model collectors show. National Agricultural Centre, Stoneleigh, Coventry, Warwickshire. Tel: 01283 820050.

February 1st

IPMS Milton Keynes Modelkraft 2004 at Bletchley Leisure Centre, Milton Keynes.

February 8th

Yorkshire 2004 Model Show, Huddersfield Sports Centre, Southgate, Huddersfield HD1 1TW, 10am to 5pm. Enquiries: Mike Robson on 01484 350612 or microbe100@ntlworld.com

February 14th

Fleet Air Arm (RN) Aeronautical Model Show RNAS Museum Naval Air Station Yeovilton, Somerset. Tel: 01935 842619.

February 28th

Banbury Scale Model Club are holding their first annual model show and competition at Middleton Cheney Sports and Social Club, 10am until 4pm. For information please contact Martin Aris on 01295 710150.

February 29th

The 20th Anniversary South Cheshire Militaire at The Oakley Centre, Meredith Street, Crewe, Cheshire (opposite Asda Superstore). For details contact S. Grosvenor at 259 West Street, Crewe, Cheshire CW1 3HU or Tel: 01270 257813 or find us at www.dimarketing.co.uk under SCMMC.

March 5th & 6th

11th Annual Winter Model Contest & Swap Meet hosted by IPMS Roscoe Turner, at the Sheraton Four Points Hotel, 7701 E. 42nd St., Indianapolis, IN. For contest information contact Rick

Wilkes, eMail rwilkes698@aol.com, vendor information contact Kevin Burns, Email kjb599@yahoo.com, write P.O. Box 1376 Greenwood, IN 46142; or visit; www.rtipms.org.

March 6th

Greater Peterborough Model club presents the 6th annual East of England Model show at the Peterborough Town Hall. 10am to 4 pm. Admission free. All models automatically entered into the competition. Refreshments all day. 12+ traders and approx 18 clubs. All profits to our usual charity. For further details contact David Martin on Tel: 01733 380250 or e-mail: the3martins@btopenworld.com.

March 6th

Luton Aircraft Enthusiasts' Fair at Vauxhall Recreation Club, Gipsy Lane, Luton, Beds. 11.00 'til 16.00. Enquiries Keith Manning on 01372 725063 or e-mail: keithmanning01@o2.co.uk.

March 6th – 8th

Model Expo 2004 and the Australian Open Plastic and Scale Modelling Championships will be held in the Exhibition Centre Hall 1, Plummer Avenue, Royal Melbourne Showgrounds, Epsom Road, Ascot Vale, Victoria, Australia. For details write to Model Expo, c/o IPMS Australia Inc., GPO Box 1187, Melbourne Vic 3001 Australia, or telephone Graeme Dodd (03) 9808 0341 or Ian Vale (03) 9873 4256 or e-mail IanVale@bigpond.com

March 7th

North Somerset Model Show at Somerset Hall, Portishead. 10am to 5pm. Contact Simon Parks-Lockett on 01934 628565.

March 13th & 14th

Southern Expo Model Show, Hornchurch Sports Centre, Essex. Tel: 01708 473038.

March 27th

Aeronautical Collectors' Fair, Shoreham airfield, Shoreham, Sussex. For more details Tel: 01424 440644 or Email aeromjumblesuk@andysaunders.freemove.co.uk

March 27th & 28th

Ninth Model Show and Competition organised by IPMS Moorle. At OC De Neerbeek at Bissegem-Kortrijk, Belgium. Informations: P. Debaere, Wulpdammestraat 15, 8630 Veurne, Belgium (Tel. + 32 58 31 73 58); filsoft@pandora.be.

May 29th, 30th and 31st

'Overlord 2004', The 60th D-Day anniversary show. Five Heads Road, Horndean, Nr. Portsmouth as usual. (just off Junct 2 -A3M). Full arena programme, bar and evening entertainment. Entry and support cars



IPMS Milton Keynes 2003 – Peter Ware contributed this diorama of a No.252 Squadron Bristol Beaufighter Mk Ic undergoing maintenance somewhere in the Libyan desert – worked from a photograph to ensure the scene is authentic.

Chris Pearce (Vehicles) 01489 572582, Richard Notton (Stalls & General) 01329 832616 / 07939 136149 / 023 9278 1888. Fax: 023 9278 7588 e-mail: Richard@fv623.demon.co.uk. Forms on the web for exhibitors and traders from mid Sept: <http://www.solentmvt.co.uk>

April 20th to May 1st

NOREASTCON 2004, Schoharie, New York, USA. The 34th Annual IPMS Region 1 Convention will be held at the Holiday Inn Express, located at exit 23 on Interstate Rt.88 in Schoharie, NY. Contact Bill Ellis by mail at 547 Washington Ave, Albany, NY 12206 or visit our website at <http://www.aloder.freeyellow.com/noreascon2004.html>.

April 25th

P.B.F.A. Military, Aviation and Naval book fairs will be at the Novotel Hotel, Fishergate, York. 10am to 4pm. Enquiries Tel: 01763 248400 or Email: info@pbfa.org.

April 25th

Gatwick Aviation Society Aviation/Airline Fair. Crawley Leisure Centre, Crawley, Sussex. Tel: 01403 252628.

May 9th

Heathrow (LHR) Aircraft Enthusiasts Fair, Feltham Community College, Bowells Lane, Feltham, Middlesex.

July 4th

Fort Newhaven Aircraft Model Show, New Haven, Sussex. Tel: 01444 457382

August 15th

Redhill Airport. Aviation/Airline Collectors' Fair, Redhill, Surrey. Tel: 01737 822200.

September 25th

Aeronautical Collectors' Fair, Shoreham airfield, Sussex. For more information contact 01424 440644

AMEND

In Events Dairy for the November issue we have published an incorrect date for the Yorkshire 2004 Model Show. The show is to be held on Sunday February 8th 2004 and not February 5th as quoted.

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting

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Advertisers' Index

Aeroclub Models	1174
Air Connection	1142
Aircraft Colors	1142
Aircraft in Miniature	1178
Aires Hobby Models	1121
Albatros Modelworks	1125
Amerang	1119
Andy Pack Models	1174
Aviation Bookshop	1171
Aviation Hobbyshop	1139
Aviation Workshop	1175
Blitzkrieg Models	1175
Braz Models	1178
BTHA	1183
CMK	1143
Collectaire	1112
Comet Miniatures	1175
Copperstate Models	1112
Cross & Cockade	1139
Czech 6	1174
Delta Aviation	1178
Dorking Models	1165
Dutch Decals	1178
Eagle Editions	1123
EagleStrike Productions	1127
Eduard MA	1111
Fantasy Printshop	1178
Great Models Webstore	1113
Halifax Modellers World	1174
HG Hannant	1143
High Planes Models	1174
Iliad Design	1175
Isra Decal	1151
J Rutman	1178
Joes Models	1174
Kingkit	1178
Kit Krazy	1178
La Bancarella Aeronautica	1143
LSA Models	1125
Magna Models	1178
Matador Models	1174
Max Decals	1174
MegaHobby.com	1178
Mirage Hobby	1121
Model Design Construction	1143
Modellers Paradise	1178
Mokey Lucky	1165
Motor Books	1171
MPM	1139
MR & ME's World of Models	1151
Pacific Coast Models	1151
Pocketbond	1129
Reich Dreams	1175
Revell GmbH & Co. KG	1184
Roll Models	1142
SAM Publications	
- SAMI Back Issues	1167
- SAMI Subscriptions	1166
- Eagles Wings	1172
- Modellers Datafile Series	1173
- Model Aircraft Monthly Subs	1158
Showcase Model Centre	1165
Squadron MMD	1109
Swann Morton	1123
Tauro Models	1175
Testors Inc	1102
TMA	1171
Toyway	1117
Widespread Solutions	1112
Wings Models	1175
Wonderland Models	1107
Xuron Corporation	1175



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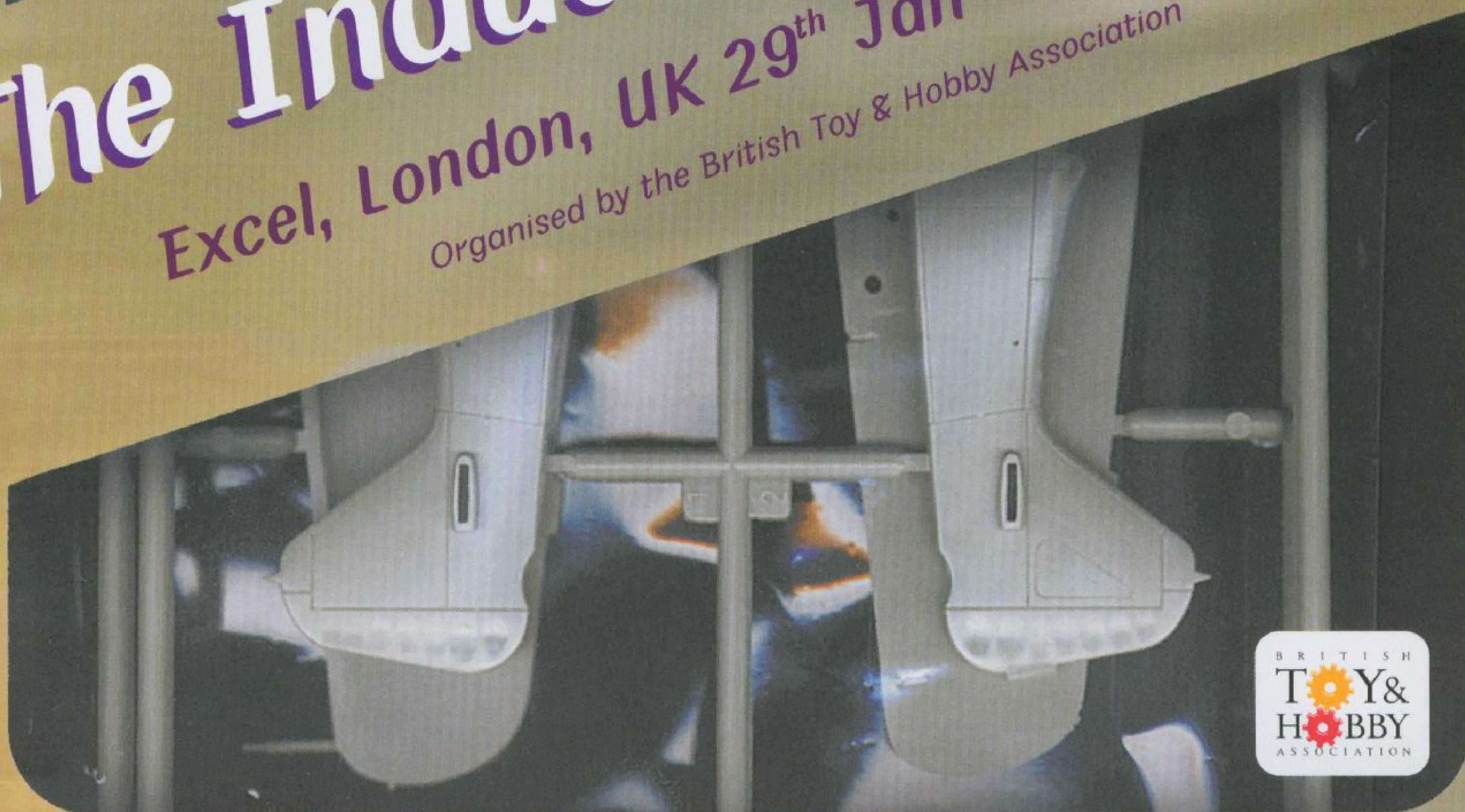
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